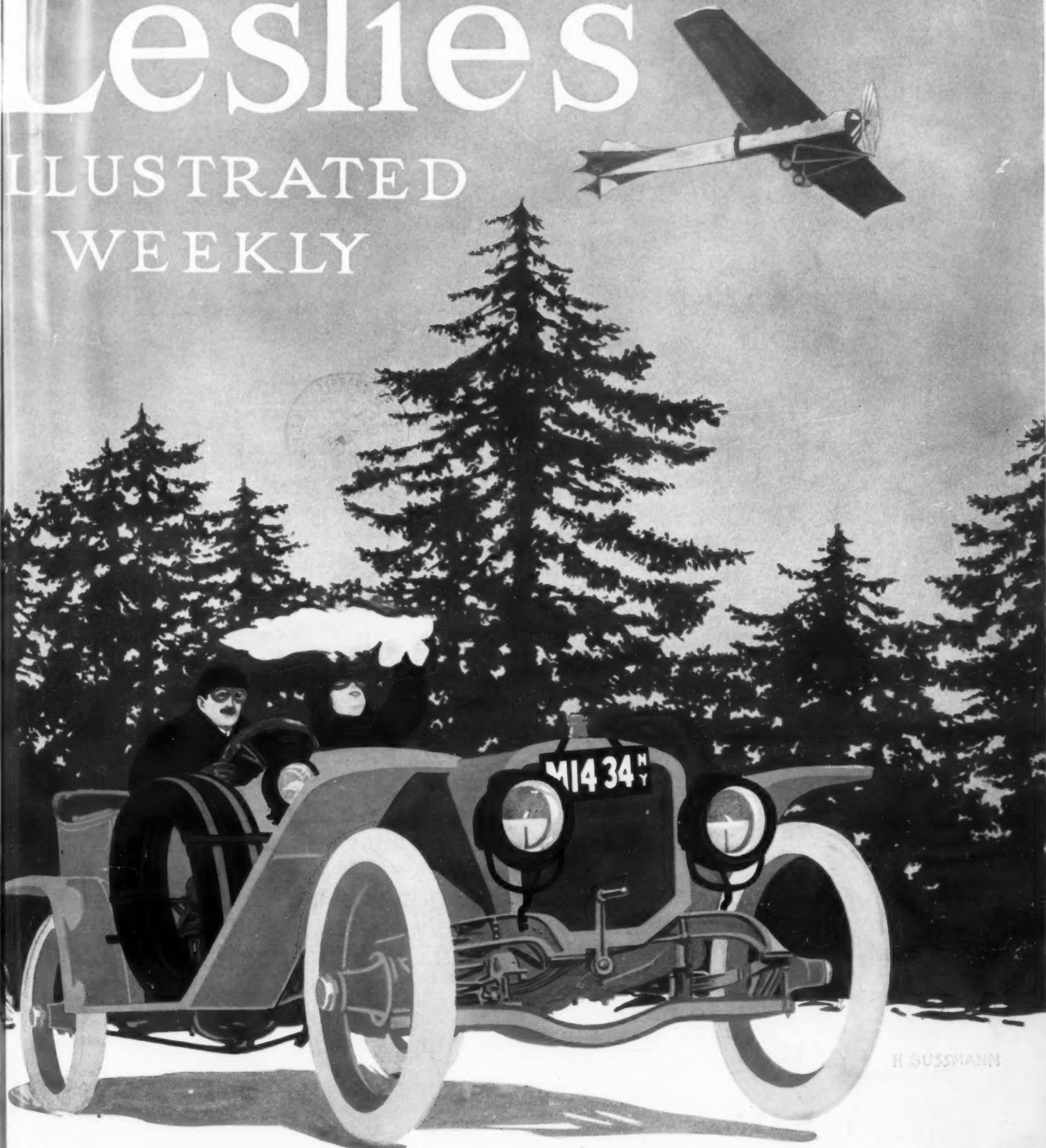


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Leslie's ILLUSTRATED WEEKLY



AUTOMOBILE NUMBER
JANUARY 12 · 1911 ·

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Leslie's ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

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Next Week's Issue

Dated January 19th, 1911

ANDREW CARNEGIE sends a peace message to the world through LESLIE'S WEEKLY. This is the first announcement from the great Peacemaker since his gift of \$10,000,000 for international peace.

SCANDALOUS NEGLECT OF OUR NATIONAL PARKS—Their unkept condition is one of the reasons why American tourists spend \$1,000,000 a year to view foreign scenery—by Robert D. Heinl.

THE STEAM-ROLLER MAN—Postmaster-General Hitchcock has steam-rolled from the bottom to the top, but he wastes no steam in ringing the bell or blowing the whistle—by James Hay, Jr.

WHY THE PANAMA CANAL SHOULD BE FORTIFIED—President Taft believes it to be the only way in which the United States can guarantee the neutrality of the famous isthmian waterway—by Robert T. Small.

GAFFNEY'S MALINGERING—A delightful short story, by Caroline K. Herrick, with a charming human appeal.

"ALL THE NEWS IN PICTURES"—LESLIE's camera reporters will cover the world with a series of vivid and thrilling news photographs.

THE USUAL WEEKLY DEPARTMENTS—The page of People Talked About, the Forum, the Review of the Theatrical World, Sporting Gossip, Hermit's Advice on Life-insurance Questions and Jasper's Hints to Money-makers and Investors will be up to their usual high standard.

In answering advertisements, please mention "LESLIE'S WEEKLY."

About Remembering

By ELBERT HUBBARD



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I know a man who is a graduate of three colleges. This man is neither bright, interesting nor learned.

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And the reason is that he CAN NOT REMEMBER.

He can not memorize a mind is a slave.

Education is only what you remember.

Every little while I meet a man who has a memory, a TRAINED MEMORY, and he is a joy to my soul.

The manager of a great corporation never misses a face. If he sees you once, the next time he will call you by name. He told me how he did it. He studied memory-training with Prof. Dickson. He said a lot of nice things about Prof. Dickson, then I hesitated to write here lest my good friend Dickson object.

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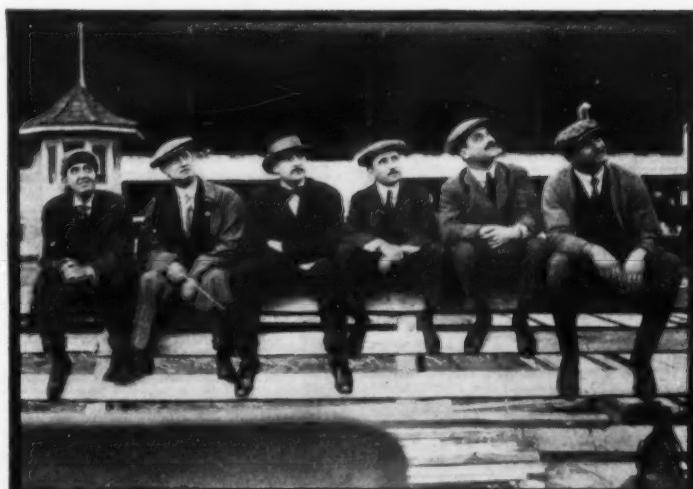
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In answering advertisements, please mention "LESLIE'S WEEKLY."

ARCH HOXSEY.—*Rafert.*MRS. HOXSEY, MOTHER
OF THE AVIATOR.
*Rafert.*JOHN B. MOISANT.—*Cequille.*THE FACE OF LOS ANGELES UP TURNED TO THE DARING OF HOXSEY.
The day he broke the world's record for altitude. Hoxsey went up 11,474 feet.
He started to surpass this figure the day he died.—*Rafert.*

Theories as to the cause of Hoxsey's death are numerous. One is that his machine encountered a "hole in the air." Another is that the rapid descent from a high altitude affected his head, causing him to lose consciousness. Still another is that some part of his machine broke in midair. Moisant's death is believed to have been due to his attempt to descend "with the wind."

SIX OF HIS FELLOW AVIATORS WATCH MOISANT AT NEW ORLEANS.
In a sixty-mile gale, none of them willing to face the fury of the wind. (In order, from left to right: Hamilton, Simon, Barriere, Audemar, Garros and Seymour.—*Cequille.*THE MACHINE IN WHICH MOISANT WAS KILLED.
This was Barriere's monoplane, but was selected by Moisant because of its power.—*Cequille.*MOISANT'S LAST FLIGHT.
Photograph taken a moment before the fatal fall. Men on course waving flags to show him where to alight.—*Cequille.*HERE MOISANT DIED.
Wreck of machine at Harahan, suburb of New Orleans. Flag in young man's hands the same one used in Statue of Liberty flight.—*Cequille.*

The Aeroplane's Toll of Death

On the Same Day, December 31, and Within Six Hours of Each Other, Moisant at New Orleans and Hoxsey at Los Angeles, the Two Most Daring of American Aviators, Met Death. Hoxsey Was Killed Instantly. Moisant Died on the Way to the Hospital

B236196



Leslie's ILLUSTRATED WEEKLY



"In God We Trust."

CXII.

Thursday, January 12, 1911

No. 2888

Let Us Have Peace.

JUST as we are getting rid of, or hoping to get rid of, the enormous burden imposed by our army pension system, just when we are congratulating ourselves on the proposal of President Taft to reduce the cost of government, concurrently with the report that we have a population in the United States and its possessions of 100,000,000 upon whom we can lean in time of war, Major-General Leonard Wood comes to the front with the startling suggestion of a reserve army of 300,000 men. We are to enter the worldwide competition with the great Powers for supremacy in the strength of the army as we are entering for supremacy in the navy, regardless of cost.

It may be that we are deficient in men and ammunition, as General Wood asserts, and that at the present rate of appropriations it would take more than fifty years to secure a reasonable supply of ammunition for coast defenses and a still longer time to secure a reasonable supply of field artillery guns, carriages and ammunitions; yet what of it? Are we in such danger of war with Japan that we need to make these enormous preparations in time of peace? Is there danger from England or Germany? If not, what Power but Japan threatens us? Is The Hague Peace Tribunal of no consequence? Let us look the facts in the face. Here they are, in a few words, from the report of the United States treasurer for the fiscal year ended June 30th, 1910:

Expended for Army.....	\$158,172,957
Expended for Navy.....	123,974,209
Army and Navy.....	\$282,147,166
Pensions.....	160,696,416
Total War Expenditures.....	\$442,843,582
All Civil Purposes.....	216,861,809
	\$659,705,391

If Japan threatens the peace of the world by seeking a fight with us, what is to prevent the United States from entering into an alliance with England and Germany? If Japan wishes to come into the alliance also, we might include her, too; but if that upstart nation, with its sudden exhibition of big-headedness since its defeat of Russia, insists on inviting the nations of the world, and especially Uncle Sam, to tread on the tail of its coat, it is high time, in the interests of the world's welfare, that some arrangement be made to put Japan once more where it belongs. If it does not care to enter into an understanding of amity and peace, and if it be necessary to have an Oriental Power in the proposed new alliance, let us take China.

Many still believe that it was a mistaken policy of the United States government to take possession of the Philippines and of Hawaii. Perhaps we could do with these colonies as we did with Cuba—make them free and independent; or else, by joint agreement with England, Germany (and possibly Japan), give them a protectorate. The combined navies of England, Germany and the United States and their combined army forces would put an end to the possibility of war between any of the great nations for all time to come.

Furthermore, Uncle Sam has something to offer to make attractive the combination we suggest, and that is the freedom of the Panama Canal, now rapidly approaching completion. Let there be an agreement between the nations allied with us that the canal shall not be fortified. This would save an enormous expenditure. We could still maintain peace within our borders with a nominal standing army and a navy adequate only for the protection of our extended sea-coast. In all the realm of statesmanship and diplomacy, what greater field of historic achievement invites the attention of the Taft administration?

**Work for the Common Welfare.**

IN THE character of the men represented on its executive committee, the National Civic Federation reveals its breadth of outlook and the scope of its work. Representatives of the public, of employers and of wage-earners appear in the executive committee and the executive council contains the same diversified elements. At its eleventh annual meeting, in New York City, now in session, the State councils, organized by the federation during the past year to promote the unification and co-ordination of State and Federal laws, has met with the national body. One of the measures to be discussed is a model uniform State law regarding compensation for industrial

accidents. The need for such uniformity of State action is shown by the effect of the compensation law in New York. The cost of insurance under the new law has in some cases increased one hundred per cent, and it is easily seen how this will work hardship on employers who have to compete with employers in other States where the laws are not so drastic.

Another question of vital interest, especially in view of the recent street railway strikes in Philadelphia and Columbus and the express strike in New York, is the adaptability and desirability of the conciliation and arbitration act of Canada. This act has practically done away with strikes in Canada among the public utilities' companies and a similar statute would be a forward step for this or any other country where labor troubles are frequent. The National Civic Federation is to be commended for promoting harmony not alone between employer and employee, but for its efforts to bring unity and harmony out of the present chaotic legislative situation among the various States and the Federal government.

**Uniformity of Food Laws Needed.**

THE OTHER day Senator Young, of Iowa, described legislation as an industry. The food manufacturers and merchants see forty-two such "industries" on the January horizon and they are not infant industries, either. All will be well so long as the principle is recognized that "commerce among the several States is a practical conception, not drawn from the 'witty diversities' of the law of sales." Commerce is like river; it flows never so smoothly as when it makes its own bed. Patrick Henry pleaded for the delegation, from the colonies to the central government, of the power over commerce: "Perfect freedom is as necessary to the health and vigor of commerce as it is to the health and vigor of citizenship." It was the resulting chaos of the witty diversities of one colony legislating against the others that brought about Federal conditions with power over commerce given to Congress.

When Congress, in 1906, passed the food and drug act, it for the first time legislated on sound articles of commerce, in order to unify and harmonize the multitude of antagonistic State laws on the same subject. If commerce consists in the bringing of goods from the seller to the buyer, which is the practical conception, then for the first time in our history we are faced with the interesting proposition whether the law of Congress is supreme on a subject of household interest. The consumers and the people whose representatives passed the national pure-food law reside in the States. If the State law is antagonistic to the national law, which law shall reach and protect the household? Evidently, unless the law of Congress is supreme, there is no national food law for the people, because State lines or the original package will cut it off. These are questions of vital concern to the people of this country and are arising for the first time in our history, for Congress never before has acted on a subject of such national concern.

In our issue of January 5th we printed an article discussing one side of the net weight container controversy, which is being engaged in by people who think it will decrease the cost of living. It is being opposed as a new variety of paternalism, not calculated to increase the quantity in food packages, but as one adding an unnecessary item of cost. Whichever side eventually proves its case, there should be no dispute in the forty-two Legislatures this winter that the one place to decide the controversy is at Washington. If changes in the food law on this subject are necessary, the States should await the precise language of Congress. It is entirely too evident that if the States do not wait, a period of chaos on this difficult subject is on the way which will do much to break down the vast advances already made by the movement for desirable uniformity. Thirty-nine States have already taken the national act on this subject of package branding and any other course is a look backward and prejudicial to the public interest. The people of the various States enacted the Federal weight prohibition and the people of thirty-nine States have re-enacted it for their States. With so much doubt as to the merits of a compulsory weight law for packages, certainly the State Legislatures will make no mistake in maintaining the present status until Congress has again led the way.

The United States must be and remain a single commercial State. Any proposal carrying the suggestion of a multitude of commercial sovereignties is at enmity with the States and will fail utterly.

The Plain Truth.

NEWS comes from Washington that that expert exploiter of himself, Dr. Harvey W. Wiley, is to wed a suffragette. Let him suffer-a-gette!



THE FAMOUS precious-stone expert, our good friend, Dr. George F. Kunz, of Tiffany's, has had the sublimated nerve to name a newly discovered precious stone "Morganite." Dr. Kunz also has the assurance to say that he named this species of beryl in honor of J. P. Morgan, "the distinguished financier, art lover and philanthropist, in recognition of the encouragement he has always extended to the arts and sciences." The muck-rakers and the mud-throwers and all the crowd of cheap blatherskites who raise their hands in holy horror at the mention of "tainted money" now have their chance. Let them get after Dr. Kunz and Tiffany's.



THE SCHOLAR in politics is not making a success of it in New Jersey. Governor Woodrow Wilson's interference in the senatorial struggle is not criticised half as much as the method he is taking to have his own way. When he says that "any one who votes against Martine subjects himself to shame and disfavor," he forgets that there was no such issue in the recent election and that many honest-minded men have and in our judgment should have another choice for the senatorship from the great State of New Jersey than a man who was an ardent supporter of Bryan, with all his political vagaries. The career of the new Governor of New Jersey has not been one of illustrious success in any particular line. From present indications his worst failure will be his last. We are sorry for it, because we had reason to expect something better.



IN THE great and progressive city of New York, where the periodical press is supposed to be all powerful, one would naturally believe every newspaper and magazine would be exposed for sale on an equal basis. Especially would one expect this to be true of the news-stands on the lines of the underground and elevated railways. But such is not the case. On the contrary, it appears that the lessees for the news-stand privilege from the Interborough Company, the company that operates both the subway and elevated roads, allow or refuse to allow a publication to be sold, according to the amount of compensation such publication will pay to these lessees, the corporation of Ward & Gow. An appeal for relief from this situation by the publishers of *Ainslee's Magazine*, who claimed that their periodical had been discriminated against and unjustly excluded from the subway and elevated news-stands because of a refusal to accede to the demands of Ward & Gow, brought a ruling from the Public Service Commission that it was without jurisdiction in the matter. The Legislature and Governor Dix should be asked to end this glaring case of "restraint of trade."



WHAT'S the matter with business? Let a business man tell and let business men listen. President Wood, of the American Woolen Company, says that not one new important woolen mill had been built in Massachusetts for a period of forty years until the McKinley law was introduced. With the exception of three new mills built under the Dingley tariff, every one of the thirty-odd concerns of the American Woolen Company has had to have its affairs readjusted or has gone into bankruptcy. This is the bitter struggle that one American industry has had to attain its success. Now, half a million persons depend upon it for sustenance and the wages in American woolen mills are twice those paid in England and three times the wages in Germany and France. If the protective tariff is destroyed, Mr. Wood suggestively adds, "We manufacturers can go elsewhere but the American people cannot." The threat of another tariff revision and of a continuance of the trust-busting and railroad-smashing program is the shadow that hangs over the prosperity of the United States. In defense of the much-abused woolen tariff, Mr. Wood makes another point that the people should not forget: He says that the profit of the American Woolen Company in the cloth used in a fifty-dollar suit of clothes is less than fifty cents! Yet loud-mouthed demagogues in and out of Congress and all the yellow newspapers are proclaiming that the woolen tariff is responsible for the high cost of clothing.

The Auto as a Social Factor

How It Has Aided the Civilizing Forces of the Twentieth Century

By CHARLES M. HARVEY



A CONGRESS OF CARS ON THE SANTA FE Committee Welcoming Endurance Run after Twenty

I. **W**HEN, in 1895, he received the first patent for a gasoline automobile ever granted in the United States, what would George B. Selden have thought if somebody had told him that in fifteen years automobiles to the value of over \$600,000,000 would be owned in this country, that the United States in 1910 would make more of those machines than all the rest of the world put together, and that it would export some of them to every country in Europe by that time? Of course, fifteen years ago, neither he nor any other man would have believed anything of this sort. Sanguine as he was of the future of this device, and visionary as many persons believed him to be, he did not dream of the progress which was just ahead for this vehicle. And yet the wildest fancies of any of the enthusiasts of even half a dozen years ago are far surpassed by the reality.

The automobile industry grows so rapidly that figures telling of the extent of the automobile manufacture at any particular time these days may become obsolete before the ink dries on them. Geometrical progression must be used to describe the expansion in this activity in the past dozen years. At the beginning of 1910 the number of automobiles used in the United States for pleasure and for professional, industrial and commercial purposes was placed at about 400,000, while in the year 1910 fully 200,000 were added to this total. In the manufacture of these machines \$300,000,000 of capital is invested. Counting in the accessory industries, \$500,000,000 is invested in this field. Over 300,000 persons are employed in the manufacture of automobiles and their accessories and in the salesrooms and garages. The number of professional chauffeurs in the United States is more than 100,000. Over 30,000 are registered in the State of New York alone. At the end of 1910 more automobiles of the various types, pleasure and others, were owned in the United States than in all the rest of the world. And fully one-fifth of all of those owned in the United States are used in the State of New York. And, naturally, the increase in the employment of the machines is much faster in the United States than it is in any other country.

While only a minor place was given to automobiles in the census report of 1900 and they were included in the section on vehicles of all sorts, a whole big division will have to be devoted to them in the report for 1910 when that is compiled. And they will have an entire chapter to themselves. It will have many readers. Moreover, in the bulletins of the Bureau of Statistics of the Department of Commerce and Labor, it is noticed that while our imports of the machines are falling off, our exports of them are increasing. The American automobiles are so much superior to most of those made in other countries that our manufacturers are winning new markets for them all over the world.

II.

"How shall we keep the boys on the farms?" "By what means may the drift of people from the rural regions and their concentration in the cities be diminished?" The automobile is likely to give a response to these queries which will be of advantage to both localities. In the past five years the automobile has done more for the improvement of the roads of the country than all the other agencies did in all the years in which they have been at work. It has helped to bring the farmers into close connection with the great trade centers. Physicians, contractors, real-estate agents and others who have to travel fast and frequently have found that the automobile not only does its work quicker than the horse, but also does it cheaper. The experience of merchants, manufacturers and express companies in and around the cities has given the automobile emphatic praise in its superiority to the horse.

In the sparsely settled regions, not touched by street cars, the advantages of the automobile are especially obvious. It carries several times the load which can be drawn by horses, and it travels at several times the speed. It can be of immense aid to the farmers. As there are more than 6,000,000 farms in the country and more than 7,000,000 horse-drawn



HIGHEST POINT OF THE NEW SANTA FE TRAIL.
Near the Royal Gorge.

vehicles, the opportunities for the extension of the field of the automobile are practically limitless. In the past few years it has emancipated hundreds of thousands of horses as burden bearers, and there are more than 21,000,000 horses in the United States. For ornamental uses and for purposes of pleasure the horse of the finer breeds is likely to remain with us, but he is certain to be relieved of the heaviest part of the labor which has heretofore been thrust upon him. The relief work in this direction which the trolley has done will be greatly extended by the automobile.

"The automobile is less of a luxury to the agriculturist than it is to the city man," said Henry Wallace, a prominent Iowa farmer and editor, at a meeting of the Interstate Commerce Commission in Chicago recently, when shippers protested against the proposed increase in freight rates by the railways. "I don't know how many automobiles are owned by the farmers of Iowa or any of the other Western States, but I do know their use by farmers is increasing. Through their use the agriculturist is enabled to do more of his own work than formerly, and do it with greater ease. As they permit a dash to be made into the towns in quick time, they are having a tendency toward checking the exodus of young people from the farms." Some of the Western bankers, who were frightened lest the purchase of automobiles by farmers would lead to extravagance and of neglect of work, made inquiries and discovered that there was no reason for any such fear. The automobile permits more work to be done on the farm per person than formerly, and to be done cheaper and with much less drudgery.

The average farmer who is moderately well-to-do says that the automobile is no more a sign of extravagance than is the telephone, by which the larger farms are now connected with the big towns. It is an economy and a necessity under modern conditions. To go back to the horse, a loss would be involved like that which would come from discarding steam and electric railways and returning to stagecoaches. In the extra expense of hauling foodstuffs from the farm to the market, it was estimated that bad roads cost the American people every year a far larger sum than the amount of the entire national debt. Much of this drain will be stopped by the road improvement which the automobile is bringing all over the country. By making remote localities accessible and by bridging the time distance between the town and the farm, the comforts and pleasures of farm life will be increased, a greater dispersion of people at the leading trade centers will naturally take place, the health as well as the convenience of the dwellers in cities will be aided, and property in the rural regions will increase in value.

Much of the decrease in population which the census of 1910 revealed in many rural counties of Missouri, Illinois, Michigan, Ohio and other Western States was due to the bad roads and the consequent difficulty of getting products to the market. Immigrants avoid such districts, and their people are discovering the economy which road improvement brings.

III.

"See America First!"—that slogan which was invented on the Pacific slope a few years ago to divert some of our European excursionists to places of interest in the United States—gets valuable aid from the automobile. Roads for touring cars from New York

TRAIL AT CANON CITY, COLORADO.
Three Hour Continuous Race to Mountains.

City to Tampa, Fla., are being mapped out, with diverging lines to Nashville, Memphis, Natchez and other points of interest in the interior. Routes from the cities of the North Atlantic coast westward by way of the southerly border of the Great Lakes, and thence through Chicago, St. Louis, Denver and Salt Lake City, onward to San Francisco, Portland, Seattle and other points on the Pacific are being planned by automobile parties which have recently gone over the course in a leisurely way, studying the most advantageous roads to be used. A. L. Westgard, of New York, a special commissioner of the government's bureau which is concerning itself with public roads, is particularly active in this work.

The greatest undertaking in road building which the West has yet seen is that which is constructing a new Santa Fe trail. For most of the distance it follows the line of the old trail which was traversed at various dates between 1822, when it was opened as a wagon route, and 1880, when it was abolished by the locomotive, by Becknell, St. Vrain, the Chouteaus, the Bents, Glenn, Fowler, Gregg, the Sublettes, Mar-maduke (afterward a Governor of Missouri), Jedediah S. Smith, Jim Baker, Kit Carson and other well-known characters. In its days of greatest activity the Santa Fe trail had its eastern terminus at Independence, Mo., near Kansas City, before the latter town, however, was founded, and extended to New Mexico's capital, about half of its eight hundred miles being in the present State of Kansas. Throughout a considerable part of its length the Atchison, Topeka and Santa Fe Railway extends to-day.

Sentiment stepped in to re-enforce utility in building the new Santa Fe trail. It is a well-graded, drained and bridged roadway, leading from Kansas City, Mo., westward through the State of Kansas into Colorado, in which State it turns southward, passing many historic points on the way and ending at the plaza at Santa Fe. There are gaps in the trail, however, which are not yet entirely filled. R. H. Faxon, editor of the *Garden City (Kan.) Evening Telegram*, is the president of the organization which projected the new Santa Fe trail; and C. H. Scott, motor editor of the *Hutchinson (Kan.) News*, is secretary. The idea originated with these two. It is part of the good-roads movement which is being pushed actively in many Western States and which the automobile largely incited.

Ezra Meeker, an Oregon pioneer of 1851, has just retraced, by an ox team, the road over which he traveled fifty-nine years ago, and in the same sort of a conveyance. His object is to arouse a popular interest which will induce Congress to make an appropriation by which tablets can be set up a few miles apart, to mark the course of the Oregon trail, from its eastern terminus at Independence onward to the Dalles of the Columbia, about two hundred miles from the mouth of that stream. In this campaign of education the automobile will lend him a hand. It is making the historic spots in the United States—and more of them are here than the average American realizes—as well known to our residents as those of England, France, Germany and Italy are to the sightseers of the world.

The automobile gives a new zest to outdoor life. It conduces to sociability by bringing people of widely separated regions together and by making touring parties popular. A monument to the memory of the late Colonel Albert A. Pope, a prominent manufacturer of the bicycle, is to be erected in Hartford, Conn. Unlike the bicycle, the automobile is not a passing fad, which will drop out of vogue in a few years. The bicycle called for the exercise of too much physical energy to be popular or to be useful in the industries. Colonel Pope, however, was one of the early manufacturers of the automobile and he was a pioneer in the good-roads movement. All automobileists can rejoice in the memorial to him which is soon to be set up.

In the recent political campaign, Messrs. Stimson of New York, Wilson of New Jersey, Harmon of Ohio, Foss of Massachusetts employed the automobile in their work. And they found it effective. It was always harnessed and ready for action, it covered more ground than the horse could do and it went to places not touched by the trolley car.

January 12, 1911

One Week in the World



KING GEORGE'S REPRESENTATIVES TOURING AFRICA.

Royal group in front of the residence, at Bloemfontein, Orange Free State. Duke and Duchess of Connaught received here a hundred Basuto chiefs who testified their loyalty to Great Britain.—*The Sphere*.

RALPH JOHNSTONE.—*Langer*.

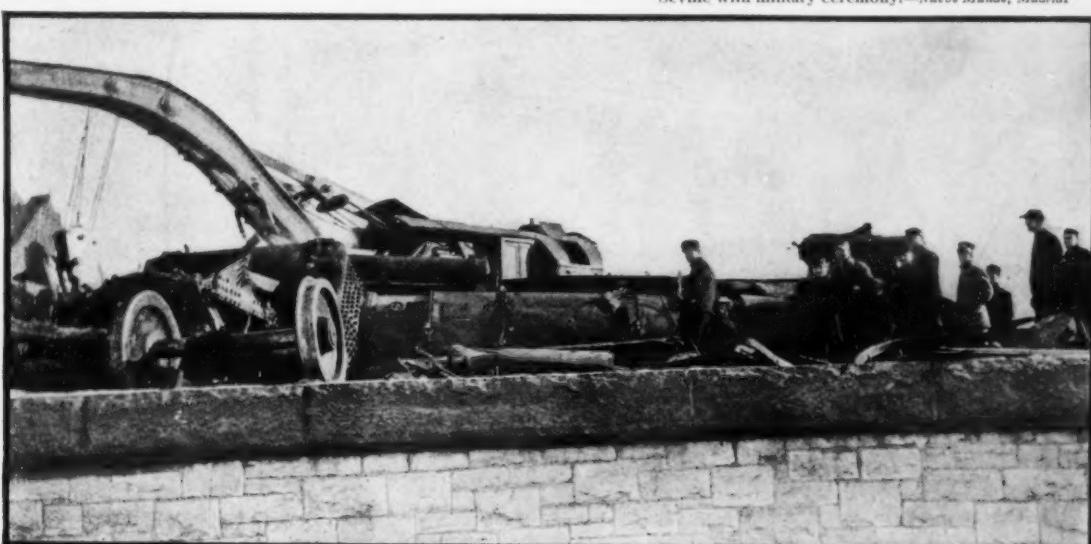
J. ARMSTRONG DREXEL.



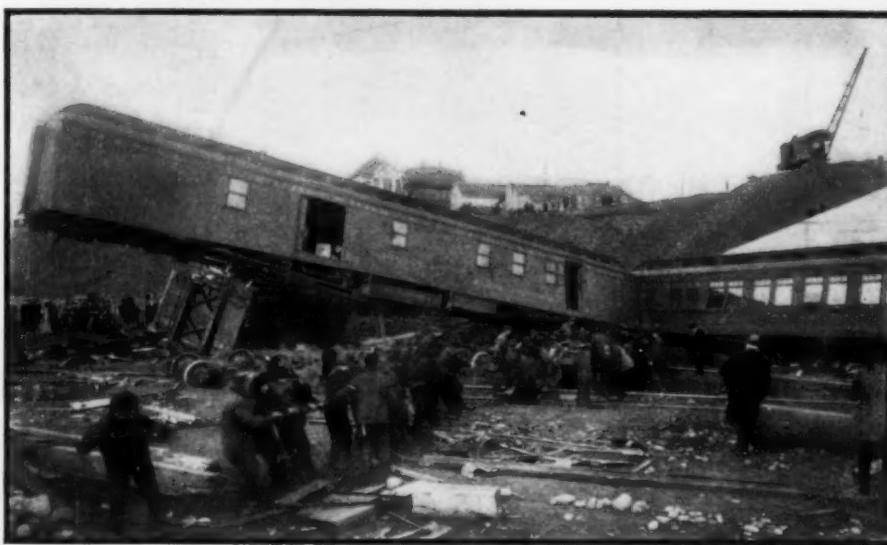
ALFONSO DECORATES A REGIMENT.
Spanish King celebrates anniversary of conquest of Seville with military ceremony.—*Nuevos Mundos*, Madrid.



THE DEATH OF TOLSTOY.
Impressive scene when the author's body is borne away by his four sons.—*L' Illustration*.



ODD RAILROAD ACCIDENT IN CHICAGO.
Locomotive on elevated structure at West Fifty-seventh Street thrown from track in collision with switch engine, Dec. 21.—*E. P. Farley*.



UNIQUE WRECK NEAR PORTLAND, ORE.
An inbound Soo-Spokane Portland train, coming down a steep grade, ran away and crashed into the rear of a freight.—*R. H. Mitchell*.



THE KAISER GIVES THE FINAL BLOW.
German Emperor puts wounded boar to a merciful end; closing scene in a royal hunt.

Making the Farmer's Car Pay

Is the Automobile the Answer to the Deserted-farm Problem?

By CHARLES PHELPS CUSHING

AT NIGHT, from the shrieking limited train as it rushes across Kansas on its way to the Pacific coast, the passenger sees the headlights of motor cars flashing in the blackness. On the prairies, far from any large town, they are almost as numerous as in suburban districts. The touring season is past, and no one needs to be told that not many city men are likely to be found in motor cars on lonesome country roads at eleven o'clock. An investigation will show that those lights are on automobiles that are owned by farmers.

Once you comprehend all that those modern fire-flies signify, you can answer easily enough the question, "Does it pay the farmer to own a motor car?" In dollars and cents the reply may never be given exactly. The value of the time the motor car saves a busy farmer on the road to and from town is not the most important factor to the rural buyer. That he can—and often does—attach a belt to a rear wheel to shell corn or saw wood or run a churn or a washing machine is another lesser consideration. It is when those headlights are gleaming at night on the prairie that the question should be answered.

Does it pay—this new farm tool? The headlights tell nothing of business, of wheat or loans or land buying. Yet the evening is the time when the motor car usually is paying best, when it is dividing the number of miles posts between households by a half or a third. To visit Aunt Sarah and Uncle John once meant a day's work lost. Now it means a drive after supper. That is why it is fair to say that those headlights stand for a relief from farm monotony; they are a symbol of a creed as important as

and at the same time drive and keep the furrow straight. If you did a good job, some one had a word of praise for your ability. But nearly any one can make a fairly good piece of work of plowing on a riding plow. Or take the art of stacking hay. That was a job that used to be hard work, but had the interest of a contest of skill and muscles against other

wanted and is silly. Yet every intelligent farmer knows that the danger of having too little society is a real one, and that if the motor car is an insurance against that danger it is a possession which ought not be priced. It is the realization of this that has made western Kansas known as motor-car paradise. In a sparsely settled district the women of the farmer's family have a more heroic fight to make than the men; they must endure, in addition to routine tasks, a larger share of bitter loneliness. When the prairie breezes moan all day with a wail like the song of the wind in the telegraph wires in March and the windmills screech their dismal accompaniment, the women have something to confront that is worse than home-sickness. Though each year in the newer States of the West and the Northwest sees less of this gloom, the time has not yet come to write of it in the past tense. The women themselves are studying the problem of how to give the farm population more "social life," and certain groups of them believe they can solve it—with the motor car as one of their tools. The machine that saves distance is almost indispensable.

For example, here is one plan: The women of twenty-four farms, in a neighborhood whose center is five miles from a county-seat town in central Kansas, decided to see what could be done from the simple beginning of "giving parties." They celebrated all holidays, gave Halloween its dues in the old-fashioned way and held special parties on the birthdays and wedding anniversaries of members of the group. Sometimes, too, there were gatherings of a more formal nature, with charades and "pieces" by the children. Whenever there was a lecture at the county



BRINGING HOME SUPPLIES IN STRICTLY UP-TO-DATE STYLE.

men. In contrast to all this, the motor car calls for a higher brand of skill and technical knowledge.

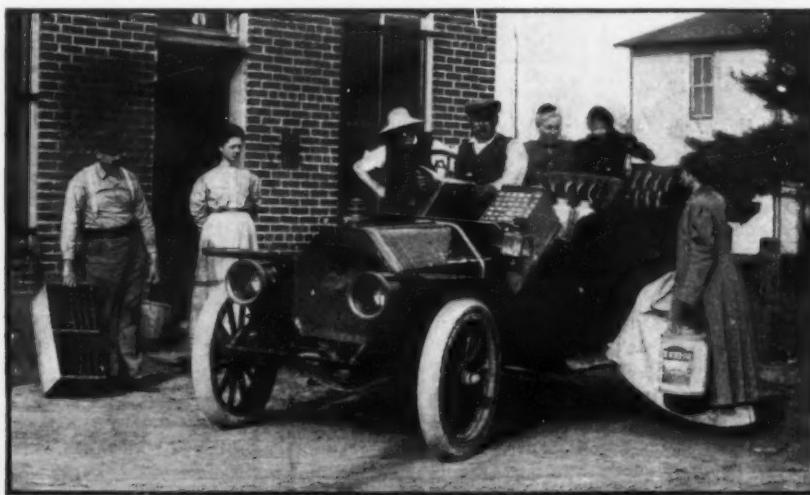
Not in these considerations, however, is the question finally answered, Does it pay to own one? In general, the farmer can afford a car better than his city neighbor who has the same financial rating. Indeed, the motor car in the country has double the use-



HOW THE AUTO MILK WAGON LOOKS.

"Back to the soil!" They stand for the agitation to "Stay on the farm!" They are true beacons of a newer sociability in rural life. The machine that wears them combats the deadening effect of drudgery and is an instrument to keep the boy and the girl of the farm from moving to the city.

fulness of the car in the city. The man who has street railways and elevated cars and subways to carry him about surely has the least need of a private transportation system. Yet it appears that even this is not the final argument. The farmer who answers yes to the question of "Does it pay?" is nearly always



EGGS THAT REACH THE CONSUMER WHILE FRESH.

seat, all twenty-four families attended. In all this, motor-car owners were conspicuous.

He who travels much in either Kansas or Missouri will see motor cars with strange freight. A boar bought at a live-stock auction is rushed away in a motor car fifty miles. Sometimes a calf with its legs



RAIN WON'T CATCH THIS HAY.

Perhaps you've never thought about it in just this way, but the motor car is about the only new piece of machinery for the farm that combats monotony instead of adding to it. All tools except the automobile have made farm life duller at the same time that they made it easier. For the best example, there's the plow. It was an art to use both hands to the plow

the man who believes in making his life worth living and holds that he has a right to get as many comforts and as much satisfaction in it as his city neighbor. The strongest plea for the motor car is its social usefulness.

It is true that a great deal of maudlin sympathy for the "lonely life" of farmers' families is not



THIS FODDER CAME 20 MILES IN 3 HOURS.

tied gets a ride in the rear seat of a touring car. One of the railway eating houses in southern Kansas buys peaches from a man who hauls them five miles by motor. Even the country peddlers in several instances tour with gasoline engines to take the place of horses.

(Continued on page 47.)

Good Roads and Good Tires

Practical Information That Will Save Many Dollars in Tire Wear and Tear

By HARRY TIPPER



Stuck in the Mud—a Hopeless Proposition.



How Not to Do It—Pools of Oil Scattered over the Street.



A New York State Good Road Near Jeffersonville, N. Y.



Making a Good Road—the First Rough Work.



The Second Stage—the Sub-grade Filled in.



*Graded and Ready for the Big Roller.—*Good Roads, New York.**



*Crushing the Heavy Material into Place.—*Good Roads, New York.**



*Raking the Small Stones, Preparatory to Final Dressing.
*Good Roads, New York.**

IF AN automobile, with its wide, pneumatic tires, was drawn over the road by horses, the deteriorating action both on the road and the tire would be smaller than in the case of any other vehicle used at present. The automobile tire itself is very much less objectionable than a steel tire from the road-builders' standpoint, but the other factors which enter into the driving of an automobile present new problems in road construction and have also introduced new problems in the manufacture of tires capable of withstanding the strain. Three conditions are to be noted in this connection:

- 1st. The action due to the driving power being exerted by the rear wheels.
- 2d. The effect of speed.
- 3d. The effect of the road surface.

The use of the rear wheels to propel the automobile with its pneumatic tires has introduced a new factor in its effect upon roads. Other self-propelled vehicles have been made from time to time and are used upon roads, but their speed is limited, and, as in the case of traction engines, etc., the iron tires are wide, with special arrangements to secure the frictional resistance necessary to obtain the forward movement. The combination of a pneumatic tire on a self-propelled vehicle, however, presents somewhat different features in this regard.

The frictional resistance between a wheel and the road, where the wheel is to drive, is increased by the roughness of the surface up to a certain point. With pneumatic tires, however, this is not entirely so, and both the theory and practice in this case show that there is a relation between the character of the road surface and the wear and tear upon the tire. Under perfect conditions, the number of revolutions of the driving wheels should exactly correspond with the distance traveled, so that an automobile with rear wheels having a circumference of nine feet should make ten revolutions in a distance of ninety feet along a roadway. It is hardly probable, however, that the maximum efficiency is obtained to any great extent in ordinary service, and the fact of the matter is that the driving wheels are frequently revolving faster than the machine is traveling along the road. This condition introduces what might be termed a scrubbing action of the wheel on the road, which has a tendency to tear up the surface and heat up and destroy the tire.

On account of the fact that the automobile tire is pneumatic and is consequently able to conform to the surface of the road (while at the same time presenting an additional resistance against slipping on account of the suction developed by the rubber tire in contact with the surface), the resistance against slipping is not greater, as might be expected with a rough surface, but, on the contrary, may be less under certain conditions, while the wear and tear on the tire on account of this slipping is undoubtedly much less in the case of the smoother road surface. The destruction of road surfaces which occurs where such roads are not built with the proper materials is not always due to the speed of the automobile; it may be due either to speed or slipping or to a combination of both.

An excellent example of road destruction which will take place at slow speeds, due to the frequent stopping and starting and the slipping of the rear wheels, is to be seen on Riverside Drive, in New York City, where the speed is restricted by ordinance

(Continued on page 43.)



Good Material Badly Used—Road Should Have Been Swept before Oiling.



*A Government Object Lesson in Oregon.—*Good Roads, New York.**



*A Piece of Trap Rock Macadam.—*Good Roads, New York.**



*An Ideal Earth Road Also in Oregon.—*Good Roads, New York.**



*Cut through a Trap Rock Region with Excellent Results.
*Good Roads, New York.**



*An Oregon Country-built Sirech.
*Good Roads, New York.**

The Problem of the Honk! Honk!

Answering the Question, When To Buy an Automobile

By HARRY WILKIN PERRY

ON THE question of buying an automobile thousands of men are "on the fence." A goodly number have been there for a long time—so long that they must be tired of the rather awkward position. They had good reasons for getting there, especially those who climbed up several years ago; but now there are just as good reasons why they should descend on the other side and join the multitude who have decided the question in the affirmative.

Practically all of the arguments against the purchase of a motor car, except the absolute lack of means for the initial investment and a reasonable maintenance cost, have been swept away one after the other, until at last the arguments are all in favor of ownership, provided one is so situated that he can make good use of a machine. The lighthouse keeper and the captain of an ocean liner may be cited as examples of men who would have no practical use for a car, although even the former is sometimes so situated that he could use one to great advantage if his lighthouse is on the mainland. Not everybody who drives or rides in an automobile makes good use of it or can afford it, but as against the limited number of such persons there is a very large number of others who can afford to own and use automobiles and would derive many benefits from the investment.

Out of a national population of over 90,000,000 individuals, it is doubtful if more than 350,000 persons own automobiles. The total number of cars in use in the country is calculated at approximately 400,000, and, of course, many individuals and companies own more than one machine—some several hundred. Roughly, then, there may be said to be only one automobile now in use in the United States to about every 260 persons, including women and children. On the other hand, the government census returns indicate that the average annual production of family and pleasure carriages in this country during the past decade has been in excess of 900,000, and if the average life of these can be placed at ten years, there must be approximately 9,000,000 such horse-drawn vehicles in use to-day, or about one to every ten or eleven inhabitants.

On this showing, it is evident that there are still hundreds of thousands of persons who can afford to own automobiles, for it has been demonstrated by an actual test conducted last October, under the supervision of one of the national automobile organizations, that an automobile can be operated more cheaply than a horse and buggy can be used. Lack of available space forbids giving here the details of this demonstration, but they are very interesting and are easily obtainable by any one who is seeking light on the cost of operating a motor car. Other data on the cost of keeping a car can also be secured from many sources.

When it has been proved that it costs no more to use an automobile than a horse-drawn vehicle, the way is opened to many thousands of owners of horses and buggies, carriages and wagons to enjoy the pleasures and benefits of motoring. Expense being approximately equivalent, the advantages are all in favor of the machine in preference to the animal. A point that is nearly always overlooked when making such comparisons is that when a man owns an automobile he invariably drives a great many more miles in a year than he would or could with a horse or horses and usually carries more persons or goods in the vehicle. The expense then becomes greater, but the utility of the machine is also greater and should not be charged against it. The only fair basis of comparison is the passenger-mile cost; that is, the actual average cost in each case of carrying one person one mile, all items of maintenance and repair being included, as well as fuel and feed consumption, depreciation and so on.

In view of the innumerable endurance and reliability runs that have been held in all parts of the country, there ought not to be left any reasonable doubt regarding the ability of the modern motor car to perform the work it is intended to do and to be easily kept in condition to give such service practically every day in the year for several years. Not less than fifty of these endurance runs have been conducted this year, in each of which a dozen or more cars participated. The longest of these tours traversed thirteen States in two weeks and covered a route of 2,850 miles, while the majority of them exceeded 400 miles in length.

As a matter of fact, conditions that obtained four or five years ago and afforded the basis for the belief that automobiles could not be relied upon and that the cost of repairs and replacements placed possession beyond the means of all but the well-to-do have completely changed. The motor car has been brought almost if not quite to the practical limit of commercial perfection. The simplification and refining processes will go on, but it seems improbable that the motor car will be radically different from its present form for many years to come or will be in any great degree more capable, reliable or economical in use.

Those who have sat on the fence and watched the passing procession of motorists, undecided whether to buy or to wait a little longer, can now reap the reward of their patience and self-denial. They have missed an immeasurable wealth of joy and satisfaction in not taking advantage of the automobile's utility and capability of giving pleasure at a time when interest in the invention was fresh and ebullient and when to master the eccentricities of the machine was no small part of the attraction; but they have also avoided the heavy expense and the labor, grime and innumerable annoyances that attended motoring in the experimental stages of the machines. It is high time now to get down off the fence, and on the right side, if one is to participate while automobiling is in the heyday of its popularity.

"Waiting for prices to come down" has kept many dallying on the pickets while others were enjoying the fun. The period during which it was good policy to wait has passed. Prices have been brought down to very reasonable figures and there are indications that they are likely to be maintained at about the present level indefinitely, if they are not even slightly increased. A majority of the leading manufacturers, having paused long enough to take the measure of the industry as a whole and to consider it with relation to the industrial and economical condition of the country, have come to the conclusion that present manufacturing facilities are abundantly adequate to supply all the cars that will be needed annually for some time.

The yearly capacity of all of the automobile factories of the country is now estimated, by those in the best position to gather accurate information, to be about 185,000 cars, of an aggregate selling value of approximately \$250,000,000—stupendous figures that are almost staggering to the imagination and that might well warrant the fathers of an infant industry that has grown to such giant proportions in little more than a decade in reflecting seriously on the situation. Factory extensions that have gone on unceasingly for years among the established manufacturers and absorbed the great bulk of the profits accruing from the business will now cease for a time and production will be carried on more conservatively for a while, few of the factories being pushed to the limit of their capacity as heretofore by day and night work throughout the winter and spring. The output of the established, reputable manufacturers will be limited, for the present season at least, and as a result prices will remain stationary for another year, if not permanently.

There will be exceptions to this policy, as there are always venturesome spirits who will "take a chance" in the reckless hope of making money for a few years, regardless of the effect upon the industry as a whole. This was forcibly demonstrated in the bicycle business, when a number of new manufacturers entered the field when bicycling was at the pinnacle of its popularity and turned out so-called bicycles by tens of thousands at ridiculously low prices, and which were so bad and which so cheapened the sport and pastime that the public promptly lost all interest in it and bicycling declined as rapidly as it rose. Nobody wants to see anything of the kind happen to automobiling, not even the man who has been waiting for prices to come down; for then he will have waited too long and will have to climb up on the fence again to repeat the same mistake with regard to the aeroplane. The chances are that he is the same man who waited until bicycles got cheap, and then found to his dismay that the \$16.98 department-store machine was a delusion.

Bicycles, by the way, are still being manufactured to the extent of several hundred thousand yearly in America, while England produced 600,000 in 1910; and a lesson can be drawn from the fact that a first-class or even a good bicycle costs as much to-day as it did in 1896, when bicycling was in greatest vogue. And the present generation seems to enjoy cycling as much, though in a saner way, as the fathers and mothers who took it up fifteen years ago for the first time.

Just why prices of bicycles and automobiles and, in the future, aeroplanes can be steadily reduced to a certain plane and then remain stationary for all time is another story and a technical one that might not greatly interest the reader, but it is bound up with the development in any new line of manufacture of mechanical processes by which component parts are made in series simultaneously in a single machine tool; that is, by way of example, when the sale of automobiles reached a point permitting thousands of cars of precisely the same model to be turned out in one factory, spur gears of a certain size and design for these could be cut a dozen at a time in a single automatic machine, whereas formerly only one was made at a time. And similarly with other parts. Or, again, the volume of business made it possible to design and construct special machinery, in which, for

instance, various finishing processes on a crank case could be performed in one machine at the same time, thereby saving time and so reducing the cost. Ultimately, however, the practical limit of such time and labor saving methods is reached, and henceforth the production cost of the completed product remains nearly stationary.

Automobile prices have or have not undergone a steady decline for several years, according to the way the matter is viewed; that is, an automobile cannot be bought to-day for much less than \$500, yet steam carriages sold for about this figure away back in the late nineties, before the gasoline car had come into the field as a real factor in the situation, and the best motor cars in 1911 will cost more than the best American machines of half a dozen years ago or more. But—and right here is the crux of the whole subject—there are many times more makes and individual cars of low and moderate price in the market now than ever, and at any given price a much better machine can be bought than heretofore. Consequently a buyer gets far more value for his money.

At a price of from \$700 to \$800 one can buy any of several well-known makes of cars that are superior in every way to the machines that cost \$1,000 or \$1,200 five years ago, and \$1,000 to \$1,200 has greater purchasing power in motor-car value this winter than nearly double the sum in 1905 or 1906. The 1911 cars selling at the popular prices ranging from \$1,500 to \$1,800 have more power, speed, carrying capacity, are more reliable and durable and look "classier" and are easier riding, better appointed and more luxurious than the \$2,500 or \$3,000 vehicles of a very few years ago. Let any one who is curious to verify these statements compare the specifications in this winter's catalogues and advertisements of various cars with those of 1905-6 or previous winters, not forgetting to take into account the quality of the steel and other materials entering into the construction and the amount and character of the equipment furnished with the cars without additional cost. The accessories supplied with a car to-day are often worth several hundred dollars, sometimes including folding top, wind shield, quick detachable or demountable rims or spare wheel, tire holders, magneto, speedometer, acetylene gas tank and foot and coat rails, besides the usual full complement of tools and lamps and a horn.

The question of purchase of a non-passenger automobile is just as important as, in fact, is of higher economic importance than, the buying of a pleasure car. When a man gets an automobile for his family, it is in some measure a luxury. When he buys a motor truck or when a municipality buys a fire-fighting automobile, the points at issue are of vital importance not to one man, but to an industry; not to one citizen, but to an entire township or city. A man once told me that the manufacturer of automobile fire engines can be a highway robber, in so far as he knows that a town or city must pay him for the car the price he asks or go without the car. This is not true. There are a large number of manufacturers who will build fire-fighting trucks on order. Comparatively, these trucks will be no more expensive than, in fact, hardly as costly as, pleasure vehicles.

A large market has been opened in the rapidly growing use of farm tractors, the motor power of which is furnished by a gasoline engine of from ten to thirty horse-power. In England, especially, has the use of this machine become popular, and it is seen in every portion of the United Kingdom, carrying bulky loads of all kinds on farms. The outlook is favorable, however, for a generous market in the United States and Canada and the gas engine is already being put to multifarious uses on the farm. Pumping, plowing, thrashing, mowing, reaping, hauling, hay-pressing, grinding—all these and countless other operations will be done soon more cheaply, more quickly and more perfectly, because the element of human fallibility will not enter into the mechanical operation.

The question which the farmer faces, then, or will soon face, is this—in order to keep abreast of steadily changing conditions which make for greater efficiency in commerce, it will be necessary sooner or later to adopt these contrivances for farm purposes. If it is done now, the pressure in future will be so much less and the farmer will have become thoroughly acquainted with this new method of agriculture by the time the market has reached the point where it is absolutely necessary for him to adopt the gas engine.

A thorough canvass of the automobile situation fails to find any sufficient reason why any person who has practical use for a car or has contemplated becoming an owner at some advantageous time should defer making the purchase any longer. Every month without a machine represents a real loss in enjoyment, recreation, health and a quickening of all the mental processes and physical functions that one brings to bear in his daily activities, whether in business or social affairs.

January 12, 1911

ink!

People Talked About

AS PREPOSSESSING as any society queen, Jennie Powers, a beautiful young New Hampshire woman, for the sole sake of humanity foregoes all the pleasures of domestic and social happiness and daily rides out to the hovels and slums of New Eng-

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profession, he gave up practice to follow an inclination
to travel through and study the countries of South
and Central America. He has traveled extensively
in South America and has written a book about that
continent and its people. He attracted the attention

of the officials of the Bureau of American Republics
not only on account of his knowledge of the countries
the bureau represents, but because he is a good Span-
ish scholar and linguist. Not long ago the bureau
sent Dr. Hale through Central America. He began
at Panama and traversed every country between the
canal and the Rio Grande, meeting the rulers and
making observations concerning the condition of the
people. At the recent centenary celebration of Mex-
ico Dr. Hale was sent to represent the Bureau of
American Republics, because of his familiarity with
the Spanish language and his acquaintance with the
officials of the Mexican government. Not only is Dr.
Hale a fluent Spanish scholar, but while in Germany
studying medicine he acquired the language of that
country. He also has a working knowledge of
French and a short time ago took up and mastered
Esperanto.

position he has held ever since. He is a member of
the Masonic bodies, the Knights of Pythias, the Elks
and many other fraternal societies. For many years
he was a member of the staff of General Russell Frost,
in the State militia, serving as brigade quartermaster.



MRS. JENNIE POWERS.
A deputy sheriff who has a unique record.

land, arresting desperate characters, taking care of
weak-minded individuals, killing with her own hands
weak and emaciated horses—in a word, doing a work
unlike that of any other woman in the whole country.
Mrs. Powers is a deputy sheriff and prosecuting officer
for the Keene (N. H.) police and humane societies.
To date she has a record of having killed almost two
hundred horses. She has held her office about three
years. She likes the work because she believes that
she is uplifting humanity and that in no other way
could she do so much good as by the method she takes.
Since in office, besides having done away with this
large number of horses, she has shot and killed any
quantity of maimed and diseased cattle, dogs and cats.
She is a crack shot and uses rifle, shotgun and revolver.
Mrs. Powers is a fearless prosecuting officer.
Although she does the police work of a comparatively
small city, it is doubtful if any of the experienced
police in a great metropolis have in so short a time
been called upon and have accomplished the amount
and variety of work that this little woman has put behind her.

CONNECTED with the International Bureau of
American Republics is Dr. Albert Hale, who
may be termed a Latin-American expert. Born
and reared in Chicago and educated for the medical

WHEN Chief Justice White was serving in the
Confederate army, a boyhood friend, John
Randolph Thornton, was also in the ranks of
the gray. Both were captured as prisoners of war.
A short time before the high judicial honor was con-
ferred upon Mr. Justice White, an extra session of
the Louisiana Legislature was called to fill the vac-
ancy caused by the death of Senator McEnery.
Among a field of seven candidates John Randolph
Thornton was chosen. He received 106 out of a total
of 157 votes. It was appropriate recognition of a
man who had been much in public life in the State of
Louisiana. Judge Thornton had won his title by
serving as the head of a parish court. He became



JOHN R. THORNTON.
He represents Louisiana in the United States Senate.

one of the best-known men in the State. At the time
of his appointment to the United States Senate he
was a practicing attorney. Possibly no two appointments,
Mr. Justice White and Senator Thornton, show
better types of men represented in the Confederate
army. The selection of both has proved infinitely
satisfactory to North and South alike. The South is to
be congratulated on the new type of statesmen
which she is developing, in the particular instance of
these two men who represent the spirit of progress
and awakening, social, civic, industrial.



DR. ALBERT HALE.
Who is one of the official guardians of South America's integrity.



WILLIAM H. MARIGOLD.
A postmaster who has been unusually honored.

Taking an active interest in all matters which concern
the welfare of Bridgeport, he has a very wide and in-
fluential acquaintance in all parts of the State.

THE OWNER of a great manufacturing plant
said recently that the young man who comes
to him with a practical, industrial education
outstrips the person whose mechanical experience has
been limited to service in a factory and who did not
learn the fundamental theories that underlie all thor-
ough and valuable labor. This, too, is the opinion of
Dr. James Parton Haney, president of the National
Society for the Promotion of Industrial Education.
He is an active advocate of the principle that men
should learn the use of their hands simultaneously
with learning the use of their minds. More attention
should be paid in the public schools to "hand work,"
he says, as a substitute or a supplement to the traditional
"head work." Working with Dr. Haney are
a number of great manufacturers and educators who
have given him a wide freedom in the application of
his views. The National Society held its fourth an-
nual convention at Boston early in November. There
were present sociologists, industrial experts, manu-
facturers, educators from all over the world. They
united in acclaiming Dr. Haney an able chief advo-
cate. He is a native of New York, a graduate of the



DR. JAMES P. HANEY.
One of the foremost workers for universal industrial education.

City College and of the College of Physicians and
Surgeons of Columbia University. After a short
medical practice he entered the educational field, serv-
ing as director of art and manual training in the
schools of New York City for thirteen years.

Women Automobile Enthusiasts

Where They Learn to Run Their Motors and How They Manage to Master the Mechanical Problems

By HARRIET QUIMBY



A class in a fashionable automobile academy mastering a technical point by blackboard demonstration before plunging into the practical work.

THE FASHIONABLE riding academy, with its dapper riding master, who too often plays a romantic part in the mental gymnastics of his fair pupils, is having a serious rival in the equally fashionable automobile academy, with its manly, if less picturesque, chief instructor. Each year finds the number of automobile enthusiasts of both sexes increased. Since moderate-priced runabouts are being turned out freely by manufacturers and a large number of second-hand cars in fairly good condition are to be had at about a fourth or even an eighth of their original cost, this fascinating mode of locomotion is becoming as general as bicycling was a few years ago.

It is no longer a novel sight to see a slender young girl piloting a powerful runabout through the congested traffic of a city's busy streets or a heavy touring car guided by a feminine hand. Milady has come to the conclusion that "carburetor trouble" is just as fashionable as is appendicitis and a great deal more enjoyable. She has also discovered that dodging a watchful bicycle policeman (who possesses an uncanny power of judging speed) is just as exciting a game as "auction" and far more difficult to play.

As evidence of the feminine interest manifested in the motor car, a peep into the workroom of the academy (near Fifty-fourth Street and Broadway, New York City) would prove convincing. This school was originally established for men who wished to become drivers without taking too great a risk of life and limb and running a chance of demolishing a car. The larger part of the academy is still given over to men, but within the last couple of years so many women have applied for admission that it was found necessary to establish a department for them. Now, at certain hours, the entire workroom and practical instruction departments are given over to women. If husbands and fathers and brothers could look in while a class is in session, they would be amazed to find their dainty and fastidious relatives with greasy hands and smudged faces, hard at work timing or setting the valves of an engine, changing the mixture of a carburetor and speeding up an engine with the same amount of satisfaction which the average man shows in doing the work.



At work in the classroom, equipped with modern engines as well as disassembled parts.

Each student wears an old-fashioned gingham apron and she is privileged to wear gloves if she wants to.

About a dozen women were at work the day I looked in on the class at the automobile academy and each one was so thoroughly engrossed in what she was doing that the entrance of a stranger was scarcely noted. "My graduate class," said William H. Stewart, Jr., who conducts the final examinations and issues the

ends what to do next is more than worth the cost of tuition to some women.

"A number of my graduates own their own cars. Within the last year I have had about fifty widows and other single women, who take a course in order that they may know something about the running expenses of an automobile. A woman who knows how to drive cannot be fooled by a chauffeur. If he telephones that a crank shaft is broken and that the machine must be laid up for repairs, or if he says that something is wrong with the differential or the clutch or any other part of the car, she is not obliged to accept what he says without a challenge. She knows,



The unhooded engine with all its intricacies furnishes a problem to women as it does to men.

too, something about the cost of parts and how long it should take to adjust them, and this helps her to audit her bill from the garage when it is padded, as it occasionally is when addressed to a woman employer. A number of students attend the automobile academy upon the recommendation of their physicians. For certain phases of nervousness, especially that caused by overstudy or by confining brain work of any description, automobiling and managing one's own car furnish one of the most powerful tonics known.

"Writers tell me," continued Mr. Stewart, "that they find a perfect brain rest in driving. A young playwright who took a series of private lessons here last year wrote me not long ago that the plot of her new play, now on Broadway, was worked out almost entirely while she was driving through the country with apparently not a serious thought in her head. Women, as a rule, are much less nervous than men when learning to drive. Several of my cars have lost a mudguard and a lamp or two and one had its radiator crushed in while being demonstrated to a class of young men, but I have never had an accident of any kind with a woman driver. Strange as it may seem, a woman is less finicky about getting her hands dirty than some of the men are, but perhaps they know better how to get the grease off. At any rate, they generally scorn gloves and go at the dirtiest work without fussing. Another thing I have observed is that women are more careful drivers than men up to a certain point. When it comes to taking a risk, however, a woman will glide in and past where a man would hesitate."

Several hundred women have been graduated from the academy within the last two years. Fifty or more are at present engaged in class work and private lessons. As the beneficial effects of automobiling become better known, the number of women drivers is bound to increase. Already the feminine motorist has figured prominently in endurance runs made by clubs and it would not be surprising if

some venturesome woman driver entered against her brother in some of the speed tests and important cup races.

The automobile has opened up almost an entirely new world for the woman. The tendency before the advent of the motor car was for the woman to keep to the house and to find most of her pleasures and duties indoors. The automobile has drawn her out into the open air. Money that formerly went for doctor's bills is now well invested in the motor car, and pink cheeks and sparkling eyes and the best of health are the result. The benefit is not only physical, but it is also mental. The mere act of driving a motor car adds exhilaration to the mind, and it is a tonic for the nerves.



Mabel Wilbur, the prima donna in "The Merry Widow," spends much of her leisure time in giving her friends a good time in her car.

diplomas. "When they leave here these students will be able to compete with expert chauffeurs in driving as well as caring for their cars."

"Why have women taken up the practical end of it with such enthusiasm?" I inquired. "Well," said Mr. Stewart, smiling as if at some pleasant recollection, "more than half of my students tell me that they want to surprise a husband or a brother by jumping into a car one day and driving off unconcernedly. To be able to make an intelligent suggestion when a car is broken down on the road far from home and both husband and mechanic are at wits'



A student is put in the driver's seat and the first lesson consists in learning to steer. After that follows the practical manipulation of levers.

January 12, 1911

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Under the Sign of the Opera Glass

The French Domestic Dramas Are Not Popular with American Audiences

By HARRIET QUIMBY



"POMANDER WALK."

The "Comedy of Happiness" at Wallack's. "Baron Otford" (Yorke Stephens) discovers the attachment of his old friend "Admiral Sir Peter Antrobus" (George Giddens) and "Poskett" (Cicely Richards).



WILLIAM B. MACK,
"The Gamblers," Maxine Elliott's
Theater.

"THE FOOLISH VIRGIN," AT THE KNICKERBOCKER.

CHARLES FROHMAN seems to be as unfortunate in his selection of French plays as he is in leading women to play them. By clever advertising he created the widespread interest among theater-goers on this side of the Atlantic in his purchase of Henri Bataille's play, "The Foolish Virgin," which was a sensation in Paris. When he secured Mrs. Patrick Campbell to play the

leading role in his star play, interest was increased. A fashionable audience filled the Knickerbocker Theater on the opening night, which was expected to be a theatrical triumph. That is the end of the story as far as "The Foolish Virgin" is concerned. The play deals with the domestic life of a married couple. The subject, treated from a French point of view, failed to arouse any emotion in the audience, except surprise that Mr. Frohman had not known his America better. The production fell as flat as an overdone omelet souffle. The same may be said of the acting of Mrs. Campbell, who, in my opinion, has been overrated.

This English actress, who for some reason holds



FREDERICK MACKLYN.
As the Nazarine in "Mary Magdalene."

the reputation of being a beauty, has never been anything but amateurish. A certain position in the smart world, a romance or two which served as good advertising, and, behold! Mrs. Campbell suddenly bursts upon the theatrical horizon as a genius. When she came to New York, we hurried to see and hear her. Those who failed to detect the beauty and the genius feared that their lack of appreciation was due to their own stupidity, so kept their own counsel. Stella Campbell, Mrs. Patrick's daughter, in London is treading the same easy path to stardom. Although many of the plums of the English stage are now falling in her lap, she has not succeeded in fooling English audiences or English critics.

"The Foolish Virgin" will probably soon be replaced by another production at the Knickerbocker.

BILLIE BURKE, IN "SUZANNE," AT THE LYCEUM.

Mr. Frohman has gone off the track again with a French play and an incompetent leading woman. The play is "Suzanne," written by Frantz Fonson and Fernand Wicheler, and adapted by C. Haddon

(Continued on page 49)



ROBERT EDESON.
Starring in "Where the Trail Divides."



CHRISTIE MACDONALD AND
LAWRENCE REA.
"The Spring Maid" at the Liberty
Theater.



"GETTING A POLISH."
"Mrs. Jim" (May Irwin) visits Paris and is a fair mark
for the milliners.



WM. COLLIER AND ALL THE OTHER
COLLIERS.
Associated with him in "I'll Be Hanged
If I Do."



The Joys of Mo

IE'S WEEKLY



the Joys of Motoring

Your Motor Car as a War Machine

A Remarkable Interview in Which It is Proposed to Register Every Automobile for Utilization in Time of Military Need

By MAJOR-GENERAL FREDERICK D. GRANT

THE ARMIES of the world look to the automobile as an engine of war that will revolutionize military procedure. The advocates of peace see in it a force that will do much to hasten international amity. How can these diametrically opposed views be reconciled? The answer is this: By making warfare more destructive, by rendering useless certain defensive facilities

concentrate in shorter time than by any other means. The machines are to be found in all centers of population. There would be no red tape, no haggling with owners over prices. The original cost of each machine would be registered and the settlements could be made at any time. The cars are always ready for use. There would, of course, be no speed limit for military business. The high standard of present-day construction makes accidents an almost negligible consideration. There is no reason why the government should keep on hand a supply of cars for the emergency. The law would be a fair one. No person would lose money—and many would buy new cars where their present ones were a bit behind the styles.

"Let us take a concrete instance. If a party of marauders were intrenched on a hill in New Jersey,

twenty-three minutes more. Officers asserted that this time was better than could have been made by five double teams. The fields were rough with shale, which was wet and slippery. Horses or mules would have found it precarious ground. But the truck traveled over it at good speed and without mishap. A quartermaster's kitchen and large mess tents were hurried about from place to place with astonishing



STAFF OFFICERS INSPECTING THE FIELD.

that are now efficient, the automobile will go far toward showing how futile is strife and hasten the day when international disputes are settled by arbitration.

The first military use to which the automobile could be put would be as a vehicle of mobilization. The adoption of the motor for this purpose finds an enthusiastic advocate in Major-General Frederick Dent Grant, commander of the Department of the East, United States Army.

"The greatly bettered condition of the roads of the United States," says General Grant, "and the wonderful increase in the numbers and improved construction of automobiles have suggested to me the utilization of these machines in the military service. Automobiles are purchased by citizens as rapidly as the manufacturers turn them out, and, while they are



AN AUTO USED BY GENERAL FRED. D. GRANT AT PINE PLAINS, N. Y.

automobiles could be seized in New York or Jersey City, put into commission, run at high speed to the hill in question and as the cars of to-day are hill-climbers as well as 'road-eaters,' the attacking party could storm the fort and snatch a victory before the besieged realized what was really going on outside. The cars themselves would scarcely be damaged, beyond a few tire punctures and some scratched paint.

"Auto trucks would be of incalculable value for the commissariat and supply department. One machine could carry the weight capacity of the six-mule wagon in fifteen minutes—in one-tenth the time now taken. There would be no fatigue, no limit of animal endurance in travel to consider.

"No, I do not believe that the automobile will immediately supersede the use of the horse for field purposes. The cavalry is a useful branch of the service and can do many things that an auto squad could not. But for transportation purposes it is the most valuable device that has yet come to my notice."

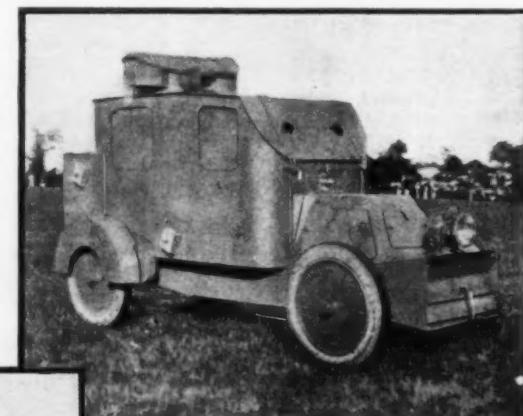
General Grant's argument is fortified by the ex-



THREE TONS OF TENT POLES.

rapidity. The cook remarked that the potatoes were still boiling when his tent was put in new position half a mile away from its original site. Twelve tons of baggage were transported in record time between various camps, and in some instances regiments had their canvas delivered to camp before the troops had marched from the train to their destination. Ice is a perishable quantity in August, yet many tons of it were carried from the railroad to the camps without a noticeable diminution of the original supply.

Europe is far in advance of us in such practical utilization of the automobile. An auto gun carriage has been perfected in Germany for the purpose of shooting at airships. The same country has a corps of ambulance cars which do emergency work on the battlefield more rapidly and more safely than it has hitherto been



A WAR MACHINE ON WHEELS.

done. Experiments are being carried on to construct practicable commissariat cars which shall be large enough to contain kitchens.

The War Department took a keen interest in these experiments. Undoubtedly it will be but a short time when a definite step will be taken toward adopting the automobile for regular military usage.

If there is ever another great war, the automobile will be responsible to a large degree for many victories. Military authorities of all the great nations are experimenting with it and some surprising results may be expected. Transportation of an entire army may be made over great distances in a night. Cities will be captured without an opportunity for defense. Scouts and spies will also find the automobile of distinct service. The ambulance corps long since have made use of the motor car. In time of battle many lives will be saved by the quick work in transporting the wounded to the field hospitals with automobiles.

Military men are also experimenting with automobile field guns. These motor cars are protected with steel armor and will be of value on the skirmish line.



THE AMBULANCE MOTOR OF 1911.

produced by the tens of thousands, there is never a reserved stock on hand to supply a sudden demand for a large number—especially is this the case of the larger sizes of automobiles which could be of use in the military service in times of necessity. I am in favor of an automobile subsidy. It would, I think, be wise for the national government to pass laws that would cause the registration of all automobiles capable of transporting four or more passengers, and to make the owners of these machines legally obliged to transfer them at the time needed upon the War Department's demand. The law should specify that the government might buy the cars for a sum of money not greater than the first cost of the machine to the owner. If this were done, the government could have for immediate use and at small expense a method of transportation for the rapid movement of troops, and in case of need the cost would be vastly less than would be necessary under present conditions.

"Suppose it were necessary suddenly to mobilize a huge force of fighting men at a certain point. The ordinary means of conveyance would cause an embarrassing delay. An attacking or defensive party could

experience of the National Guard of Pennsylvania, which used an auto truck in the maneuvers at the Gettysburg encampment last August. The truck was a three-ton vehicle. A great part of the route lay off the roads, across fields and pastures from which the crop had recently been harvested. The entire canvas of a regiment was carried five-eighths of a mile in one hour and one minute from the time the tents fell, and the poles and stakes were transported in one hour and

How Motorists Lose Millions by Not Knowing Tires

Goodyear tire sales just trebled last year—jumped to $8\frac{1}{2}$ million dollars. Yet these patented tires, for most of the year, cost 20% more than other good tires. All because Goodyear No-Rim-Cut tires get rid of rim-cutting entirely. And because Goodyear tires are 10% oversize.

No Rim-Cutting

Goodyear No-Rim-Cut tires absolutely eliminate all danger of rim-cutting. And that ruins more tires than any other one cause. Let us explain how one Goodyear invention gets rid of this trouble entirely.



The picture shows an ordinary tire—a clincher quick-detachable—fitted in a standard universal rim. This is the rim adopted by all the big rim makers. The same principle is used in demountable rims.

All clincher tires have these hooks on the base. The rim flanges, with such tires, must be turned to hook inward—to grasp hold of this hook in the tire. That's how the tires are held on.

Note how the thin hook of the rim then digs into the tire. That is what causes rim-cutting. When the tire is deflated, as shown in the picture, it comes right against that thin edge. That's why driving one block on a flat tire may wreck it beyond repair.

The Goodyear Way

The next is a Goodyear No-Rim-Cut tire fitted in the same universal rim. The movable rim flanges are simply

reversed to curve outward when you use this tire. For the Goodyear No-Rim-Cut tire has no hooks on the base—nothing to fit into these rim flanges.



The 63 Braided Wires

When the tire is deflated, as shown in the picture, it comes against the rounded edge. Rim-cutting is simply impossible.

We have sold half a million No-Rim-Cut tires. We have run them deflated in a hundred tests—as far as 20 miles—with never one instance of rim-cutting.

How We Control It

Unless a tire is to be hooked to the rim the base must be made unstretchable. And we control the only practical way to make an unstretchable base.



The Goodyear Tire & Rubber Co., Lambert St., Akron, Ohio

We Make All Sorts of Rubber Tires

Branches and Agencies in all the Principal Cities

Canadian Factory: Bowmanville, Ontario Main Canadian Office: Toronto, Ontario

Good Roads and Good Tires.

(Continued from page 35.)

to eight miles an hour. The surface of this road is entirely destroyed in about a year's time, although the machines in general are being driven at a very slow speed. The destruction is so great as to require an entire resurfacing during each season. The writer has observed on many occasions the driving wheels of the automobile revolving quite a little faster than they were traveling over the road, and particularly where it was necessary to start and stop or to change speed frequently.

On very rough roads, where the automobile is traveling at a fair speed, the inequalities in the road may be sufficient to cause the wheels to be away from the surface a considerable part of the time, and in this case the slippage is frequently very great. Apart from the preventable wear and tear which take place on account of carelessness, this slipping exercises a very deteriorating effect upon the tire, tending to heat the tire unusually, affecting the rubber and at the same time cutting the outer surface which scrapes the stones off the road. While other considerations enter into this question of good tires as related to good roads, such as the tractive effort required to move a certain weight over different road surfaces, the foregoing is undoubtedly the principal and most obvious cause of rapid deterioration of tires.

In addition to this cause, the overheating of tires in driving at a rapid speed is largely due to the roughness of the surface of the road, and, in consequence, it is increased or decreased according to the character of the road over which the automobile is being driven. It can be readily seen, therefore, that the question of good roads to the automobilist is not only one merely of pleasure, but it is one which affects the durability of a most expensive item in the running of his car—that is, the tires. Some attention is therefore given to the character of the surface best suited for this as well as to the other needs of the automobilist, and at the same time to the other traffic, which, of necessity, must be remembered.

The different classes of roads which obtain in this country, apart from city pavements, are the dirt roads, the broken-stone macadam or gravel macadam roads, the oiled roads, the brick roads and the bituminous macadam roads. The dirt road, when kept in perfect condition by the continual use of the split-log drag, is a very efficient road. It has grave disadvantages where traffic is heavy, on account of its dusty condition in dry weather and its muddy condition in the rainy season. Dirt roads comprise the largest portion of the improved roads of the United States, and for many years the majority of the roads will be

built and maintained in this way. For the automobilist, a dirt road, just after the split-log drag has gone over it, presents nearly a perfect proposition. The material is bound together very lightly and is thrown up in dust by traffic or reduced to mud in a very short time. The surface is also readily washed away during stormy weather, and the road must be continually gone over in order to maintain it. It is impossible to build it so as to withstand heavy traffic. For large sections of the country with comparatively sparsely settled populations, this road is infinitely better than a mere trail, and when it is properly maintained is a very effective means of transportation for light traffic.

A further advance in road building is the construction of the sand-clay road. The clay and sand form a very well-bound surface, which possesses more stability than the dirt road and, if maintained, is very effective for light traffic. It possesses, although in a lesser degree, the disadvantages of the dirt road. Where such roads are properly drained and built on a well-prepared sub-grade, they can be further improved by the use of oil to form a waterproof coating. For this purpose the road should be finished with a split-log drag, so that it is compacted. There is no loose dust, and the oil sprinkled on the surface is followed with a coating of the same material as the road surface. This covering will last a considerable time. It frequently needs renewal only two or three times a year, and it prevents, to a considerable extent, the formation of mud from the rain or dust in dry weather, provided the traffic is light.

Roads constructed with brick are very durable. They last without much repair many years, provided the foundation is properly prepared and the bricks are of good quality. The disadvantage of brick for roads, except city pavements, lies in the cost, which is prohibitive for all but very heavy-traveled highways of short length. An additional feature from the automobilist's point of view is the tendency of the bricks to break at the corners and edges, so that the surface presents a corrugated appearance. This can be avoided by using bituminous material for filling the joints, but the construction is sufficiently expensive to prohibit its use except under heavy traffic conditions.

The form of road which has proved most admirably adapted to the combined traffic of automobiles and iron-tire vehicles is the bituminous macadam road; that is, the stone or gravel road which is surfaced with bitumen or a bituminous mix. The oiled road is next in importance, on account of the absence of dust and the protection which the oiled surface gives to the road. Some methods of oiling are very objectionable from the standpoint of all users of the road, and par-

These two features together double the worth of a tire. Now these premier tires—because of enormous production—cost the same as other standard tires. And 64 leading motor car makers have contracted for them for 1911. Motor car owners can save millions of dollars by learning about these tires.

We do it by running 63 braided piano wires through the base on each side. Nothing whatever can stretch the tire over the rim.

When the tire is inflated those braided wires contract. The tire is then held to the rim by a pressure of 134 pounds to the inch. It can't creep on the rim, and no tire bolts are needed to hold it on.

Other makers—to meet the competition—run a single wire through the base, or use a hard rubber base. But neither device will do. The braided wires alone contract under inflation, and that is essential in a safe hookless tire.

Goodyear Tires 10% Oversize

Another fact is that Goodyear tires average 10 per cent oversize. That means 10 per cent more tire to carry the load. It means, on the average, 25 per cent additional mileage with no extra cost.

This oversize is vital, for motor car makers—in these days of close figuring—rarely provide a tire large enough for any extra load. When you add extras to your car—such as top, glass front, gas tank, gas lamp, etc.—you overload the tires. The result is a blow-out, and it often occurs while the tire is new.

Goodyear takes care of these extras, because of their oversize. That fact alone, on the average car, will save 25 per cent on tire bills.

These tires which can't rim-cut cost this year just the same as tires that do. These oversize tires cost the same as skimpy tires. You can avoid all this trouble—save all this expense—by simply insisting on Goodyear No-Rim-Cut tires.

Please ask for our book, "How to Select an Automobile Tire." It explains a dozen other reasons why Goodyear tires are best.

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Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevance to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

ONE OF the wisest, most experienced, sagacious and successful bankers in the United States said to me the other day, "A feeling of profound pessimism pervades Wall Street. I do not see that it can change until we have reached a decision regarding the application of the railroads to slightly increase their rates." All over this country a disposition to proceed with caution and conservatism is noticed on the part of business men. Factories are only producing goods to fill orders on hand, and merchants are only buying what they need to meet current requirements. As a result, mills are getting ready to run on shorter hours and their managers are discussing the probabilities of lower wages.

The greatest customers of the mills and factories are the railroads. The latter are ready and eager to continue the work of extension and improvements planned years ago during the period of prosperity which culminated in 1907. In one estimate they figured on the expenditure, if they had the money to spend, of a billion dollars a year. They were spending almost at this rate before the panic. Readers who remember the prosperity of only a few years ago need not be told that it was based on the enormous expenditures of the railroads not only for common day labor, but for the bricklayer, the carpenter, the worker

in metal, the furniture maker, the iron and steel maker and the skilled artisan in all the various crafts which have to do with the construction, maintenance and equipment of railroads.

The railroads of the West have just had to grant an increase wage for their locomotive engineers. They are confronted with another demand for additional increases by other employees, this while the railroads are waiting patiently for permission from the Interstate Commerce Commission to slightly increase their freight rates on certain commodities. I have said before, and I repeat, that if it were announced to-morrow that the railroads could make a slight increase in rates, the business situation would instantly improve. The railroads would be able to sell the necessary securities with which to provide additional equipment and to continue the work of construction long since planned and now being held up. All talk of a reduction of wages in the industrial field would cease.

Ninety years ago the venerable Charles Carroll, of Carrollton, then over ninety years old and the only surviving signer of the Declaration of Independence, laid the first stone in the construction of the Baltimore and Ohio Railroad, saying as he did so, "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence." The State of Maryland subscribed \$500,000 to the stock of this railroad and the fund was increased by private subscriptions to \$4,000,000, Congress refusing to make an appropriation. The railroad was built, in those early days, for precisely the same reason that railroads in these days are being built, and that was to secure business. Baltimore feared the loss of its trade. It had been diverted in part by the introduction of steam navigation and other causes. Just as

(Continued on page 45.)

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will be issued on
FEBRUARY 16

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There will be articles contributed by some of the leaders in the banking and financial world.

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THE CROWN PRINCE OF GERMANY AND HIS FAVORITE HORSE.
A remarkable picture taken very recently in the royal park at Potsdam.—*Trampus*.

Jasper's Hints to Money-makers.

(Continued from page 44.)

soon as the railroad had been built so as to reach the rich adjoining section, the trade to Baltimore began to increase. The Baltimore and Ohio Railroad was an immediate success. It was rapidly extended and improved. It was first run by horses and mules, these gave way to steam locomotives and Baltimore grew and prospered until it became the great city which it is to-day.

What Baltimore needed ninety years ago, Texas, New Mexico, Arizona, California and many other States need to-day. But how do the people of these States treat the railroads they have? Let their legislators answer. Instead of aiding them, they are driving them out. Instead of contributing, as Baltimore did, to their upbuilding and extension, they are placing heavier burdens of taxation and the severest handicaps in the shape of restrictions upon them.

All over the country the work of the muck-raker, the trust-buster and the railroad-smasher is attracting attention. Nowhere is it more deadly than in the State of Texas. The Baltimore and Ohio Railroad was projected by a Quaker merchant, philanthropist and banker named Philip E. Thomas, and George Brown, the son of a distinguished merchant. They organized the company which financed the project. Men of the same standing, sagacity and business ability to-day are urging the people to set aside the muck-rakers and railroad-smashers and go on with the good work of building up the country by increasing its railroad facilities. Are they being listened to? No. This is the day of the demagogue, the silver-tongued orator, the "uplifter" and bogus reformer of the Tom Lawson stripe. How long will this condition of hysteria last? How long will the people follow blind leadership? If any one can answer this question, I can tell when the return of prosperity can be expected. I do not believe that this country is on the verge of financial ruin. I have always found that a sober second thought ultimately controlled the hearts of men. I see signs that the people are beginning to sober down, to think and to reason. It is a most hopeful and helpful sign of the times.

While many are advising investors to sell their securities, in the hope of buying them in at a still lower range of prices, others believe that the outlook is bound to become more cheerful and that

while the current year will not usher in an immediate return of prosperity, with fair crop returns in summer, it will be better toward its finish than at the opening. I share in that belief.

V., Cleveland, O.: I am unable to advise regarding Cleveland Railway stock. It has no connection with Wall Street.

S., Chicago, Ill.: I can get no information about the Magnetic Equipment Co. A mercantile agency report might help you.

Soared, Nashville, Tenn.: 1. Do not trade through a firm that has no standing. It is risky. 2. Members of well established exchanges are always safer.

E. M., New York: The first mortgage certificates issued by the New York Investors Corporation are a first-class and an unquestionably safe investment. If you have any you need not worry.

Advice, Denver, Col.: Some brokers prepare a weekly letter for clients at a distance. John Muir & Co., members N. Y. Stock Exchange, 71 Broadway, New York, will be pleased to send a letter of this kind to any of my readers in distant places. No charge is made for the service.

Lex., Toledo, O.: 1. While New York municipals yielding 4 per cent. are safe, other municipal bonds, especially in the West and South, pay from 4½ per cent. to 6 per cent. The William R. Compton Co., 381 Home Insurance Building, Chicago, have dealt for many years in bonds of this character and will be glad to send to any of my readers a descriptive circular on application.

T. H., Milwaukee, Wis.: Am very glad to act as proxy or to have some one else do so for stockholders, in leading corporations, who read this column and who desire to be represented at the annual meetings of these corporations, provided the meetings are held in the vicinity of New York. I am not always able to give the time for this work, but whenever I can it is done for the information of all my readers and without charge.

Manager, Jamestown, N. Y.: American Cotton Oil, Locomotive, Woolen, Tobacco, Crucible Steel, National Lead, U. S. Rubber and U. S. Steel pref. are all selling on a satisfactory revenue basis, and if business conditions improve they ought to be a fair investment at prevailing prices. The pessimistic feeling in Wall Street leads many to expect a lower range of prices. I think well of Steel, Lead, Tobacco and Cotton Oil pref. for a long pull.

(Continued on page 47.)



High Prices for High Flyers.

SPOT in aviation, in the opinion of many, is degenerating with a speed fully equal to the rapidity with which the science of flying developed. Regardless of the effect of their attitude upon the art of flying as a sport or its bearing upon the development of aviation, the airmen seem bound to coin money while the sun shines. In the meets so far aviators have been demanding "appearance money" ranging anywhere from \$2,000 to \$10,000. The "appearance money" clause was worked so industriously in Europe that it had to be abolished, many of the aviators having received large sums of money though never leaving the ground in their machines. That will be the result here, also, if the aviators are not willing to soften their demands.

Before he took up flying, Paulhan had been working as a mechanic for \$2.50 a day. His contract for America called



"The Clear Track"

Two men a thousand miles apart talk to each other by telephone without leaving their desks.

Two wires of copper form the track over which the talk travels from point to point throughout the continent.

Moving along one railroad at the same time are scores of trains carrying thousands of passengers. The telephone track must be clear from end

to end to carry the voice of one customer.

The Bell system has more than ten million miles of wire and reaches over five million telephones. This system is operated by a force of one hundred thousand people and makes seven billion connections a year—twenty million "clear tracks" a day for the local and long distance communication of the American people.

***The efficiency of the Bell system depends upon
"One System, One Policy, Universal Service."***

AMERICAN TELEPHONE AND TELEGRAPH COMPANY AND ASSOCIATED COMPANIES

for \$1,000 a day and expenses. While here he lived like a prince and then returned to France with \$50,000. This, with a like sum made in England and his own country, enabled the French mechanician to retire at the end of one year with \$100,000. Claude Grahame-White's earnings at the Boston meet aggregated \$30,000, and for exhibitions at the Brockton (Mass.) fair and the Baltimore meet he received \$15,000 for each series, besides netting probably \$10,000 for aviation lessons and for carrying passengers at the absurd charge of \$500 a flight. In spite of their excessive charges, the aviators object to being treated as paid showmen and demand recognition as high-class sportsmen. The only danger is that, before the majority of the aviators are convinced that they belong to the showmen rather than the sporting class, they will have succeeded in killing flying as a sport. In justice it should be said that J. B. Moisant, who won the Statue of Liberty flight, and some others are notable exceptions to the general rule. For his spectacular flight from Paris to London he received a \$500 cup, while the performance cost him probably \$10,000. At the same time he performed this feat, a \$20,000 prize was being offered for a flight from Paris to Brussels, only two-thirds of the distance of the other event and presenting fewer difficulties.

In a few years we shall have many new birdmen and then the absurdly extravagant charges will come to an abrupt end.



Rights and Limitations of Labor.

WE'RE all labor organizations modeled after the Brotherhood of Locomotive Engineers, there would be fewer misunderstandings and disputes. "The brotherhood," says the

Century Magazine, "has arisen to the pinnacle of ideal unionism." It never engages in sympathetic strikes, it attends strictly to its own affairs and is careful to avoid alliances that might bring entanglements. Its membership of 64,392 is unsolicited, and members of the brotherhood, without the slightest protest, work side by side with those who do not belong to their organization. Every member is required to take out a certain amount of insurance in the life and accident company of the brotherhood. Policies now in force aggregate \$114,000,000 and up to January 1st, 1910, more than \$21,000,000 had been paid in claims. If labor unions in all branches of industry were developed along the lines of the brotherhood, they would be more sure rather than less certain of maintaining their rights and enlarging their privileges and would at the same time give to organized labor that degree of reliability and dependability which all employers desire to see it possess.

It should be said, too, in favor of the best leaders of labor the country over, that they are not advocates of violence. One morning recently, after some of the striking textile workers of New Bedford, Mass., violently attacked certain workmen employed in the Sharp mill, the president of the union severely rebuked those who had committed the violence. "If you will be good boys," he said, "we will win the strike. We have the money and we have the support of the other unions and of the public. But don't molest the strike-breakers. This is a free country and you have no right to prevent them from working." The president of the labor union has expressed in this last sentence a fundamental principle, and the simple justice of the strikers will appeal to public sentiment and result more to advantage than any acts of violence would ever accomplish.

Motor Truck as a Business Getter

How Merchants and Manufacturers Are Saving and Making Money with the Automobile Business Wagon

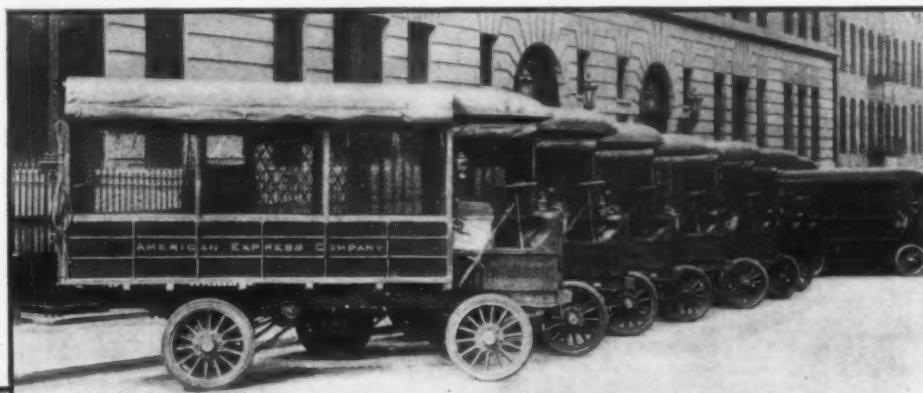
By GEORGE SHERIDAN

NOWHERE else has necessity urged men more strongly to exercise inventive genius than in the sphere of locomotion. From the beginning of time, man, savage and civilized, has racked his brains to devise some means whereby he might be released from the necessity of using his legs. Early in the history of the world the lowly donkey was pressed into service. He was rivaled, in turn, by the ox, the camel, the elephant, the zebra and, finally, the horse. One day, countless centuries after the donkey began his career of servitude, a young man, named Watt, discovered the power of steam. From the time of this discovery dates the real age of the automobile. The steam engine caused the first great revolution in transportation. Long years after, a practical automobile propelled by coal, which was

delivery and transportation under consideration. It says: "The postmasters of the offices where the new automobile service has been placed in operation agree that it gives better results than horse-drawn vehicles, as it greatly facilitates the collection of mail, more territory being covered in the same time, thus permitting

rail. Each of the interurban trucks, with headquarters at Paterson, makes one and sometimes two round trips a day, covering in all seventy miles, carrying from three to five tons of freight.

The company operates on the same plan that the large national express companies use, making calls and deliveries to regular customers. The express companies make shipments by railroads, while the truck company confines its operations to places which are in proximity to the head offices. These trucks are operated over the regular highway, including stretches of road good and bad, some of them hilly. They operate in all kinds of weather and it is unusual for one, even during the severest snow storms, to be more than a few hours out of schedule time. The machines are run day and night, and eighty per cent. of their work is done



A HEAVY LOAD TAKING A STEEP GRADE.

put upon the market by a courageous inventor, caused another revolution.

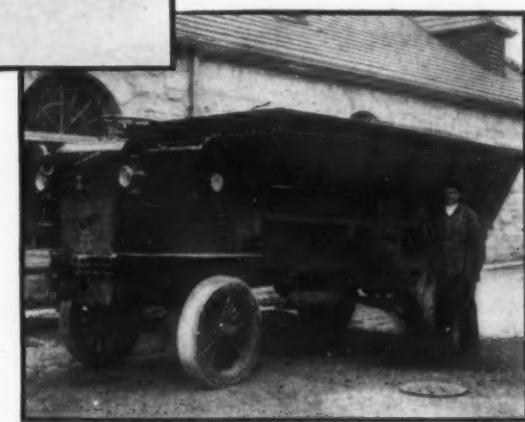
The birth of the automobile industry proper dates from 1829. Gradually coal engines gave way to internal-combustion engines. Springs were placed between engine and axle, where formerly there were only solid supports, and steel-tired wheels were succeeded by rubber tires. But long before these improvements were made, and while the future of the automobile as a vehicle for universal use was still as doubtful to the majority as the future of the aeroplane is at present, there was little doubt in the minds of scientists and engineers that the automobile had come to stay. Like the aeroplane, the possibilities it contained were too great to be lightly dismissed by men who had made a serious study of the subject.

That the automobile as a commercial vehicle has, indeed, come to stay is perhaps best proved by the

EXPRESS AUTO TRUCKS LINED UP FOR WORK.

ting later night collections to be made. Motor vehicles can do so much more work in a given time, the additional cost is more than offset by the improved service rendered, especially in districts where the letter boxes are far apart and speed in getting about is the prime consideration."

The superiority of the motor vehicle over the horse for many purposes is too obvious to be discussed. That a horse will ever be completely discarded, as many motor-vehicle enthusiasts prophesy, is, however, doubtful. On this subject H. C. Piercy, head of one of the largest trucking companies in greater New York, has this to say: "While there can be no doubt of the economical value of the motor vehicle for suburban service and long runs, I find that I am well repaid for retaining a part of my stable in connection with the motor trucks. For short runs, especially in the congested traffic of a city, a horse is far

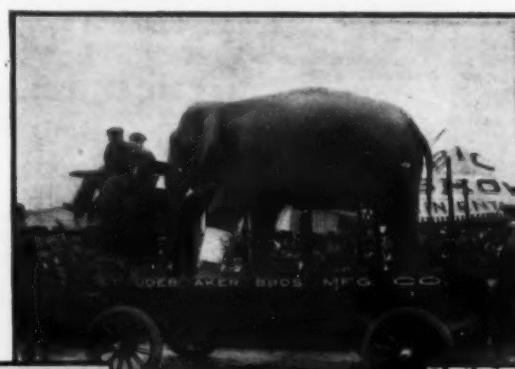


EVEN COAL CARRIED BY AUTO.

between the hours of seven o'clock in the evening and seven in the morning.

Other cities, too, have their motor express service—notably Boston, Indianapolis, Detroit. Many villages in remote parts of the country are linked together and to neighboring cities by passenger and freight carrying motor stage lines.

All the larger business houses, including wholesale and retail dry-goods firms, are taking seriously into consideration transportation and delivery by motor. The sides of a motor truck or a delivery car furnish a valuable advertising medium for the firm using them. They give from fifty to one hundred and fifty or more square feet of space, which, considering the day's run of the motor to be sixty or seventy miles in all sorts and conditions of traffic and locality, should be in reading distance of many thousands of persons. This is an item which cannot fail to meet with the appre-



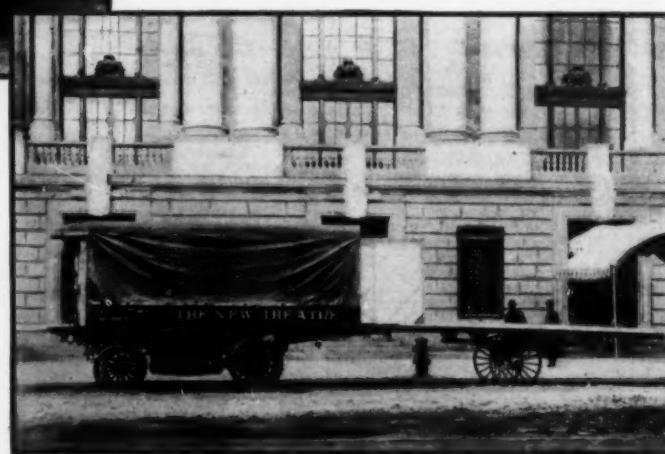
TRANSFERRING BAGGAGE BY AUTO.

AN IMPROMPTU AMBULANCE: A CIRCUS ELEPHANT EN ROUTE TO HOSPITAL.

more satisfactory than a car. While I am decidedly in favor of horseless vehicles, as my large investments in them will prove, I believe in giving the horse a square deal in my reports. I have read many articles to the effect that the life of a truck horse fresh from the country is limited from one to three years. I

find that my horses double this period and many of them retain their value for a much longer time."

Of more than usual interest in the motor-truck business is the suburban and interurban express service, which has been established in different parts of the country out of convenient reach of railroad stations or where the service of railroads has proved unsatisfactory. A system of interurban express established in 1907 between Paterson, N. J., and New York City, a distance of seventeen and one-half miles, has proved a gratifying success to the little group of shrewd business men who are financing the enterprise. The equipment of the company, which began with one single gas truck, has been increased with the years until now the interurban express is beginning to be a serious rival to express companies doing business by

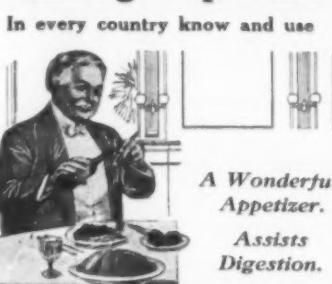


THEATRICAL SCENERY EASILY HANDLED.

ciation of firms accustomed to paying substantial sums for fence or electric sign display.

An expert has computed that there are at present approximately 9,000 freight automobiles in use in the United States, of which 612 are in Chicago and about 1,200 in New York City. Against the latter total stands the fact that there are now about 130,000 horses doing duty in New York City, over half of which are employed in trucking. The board bill of New York horses is said to amount to over \$1,450,000 per annum. Some idea of the field that is left for expansion in sales of motor trucks may be had when it is considered that there are still fully 4,500,000 horses in the United States, not to mention 200,000 mules. There is an ever-increasing field and demand for the motor truck in America.

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Has Invented a Sure Relief for Bronchial and Throat Affections, Cold in the Head, Asthma, Coughs and Lung Troubles

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AND THE MAXIM INHALER

These instruments make possible, for the first time, direct inhalation of healing vapors in the correct way. Sir Hiram has also discovered a new way of treating essence of pine that eliminates all irritating effects. The essence and the device are both great improvements on all other inhalation treatments.

The Maxim Method is convenient, pleasant and economical. It possesses wonderful efficiency and affords prompt relief. It does away with sprays, injections, snuffs, painful operations, cauterizations and injurious nauseous drugs. It is nature's cure carried by a clever device to the very part affected and is undoubtedly one of the greatest and most valuable inventions ever conceived by man. It is now on the market and will benefit millions.

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EUROPEAN PLAN**

Table d'Hôte Breakfast . . . 50¢
WM. TAYLOR & SON, Inc.

Jasper's Hints to Money-makers.

(Continued from page 45.)

B., Clearfield, Pa.: I do not regard Columbian Magazine stock at \$1 a share as an investment. F., Mount Auburn, Iowa: I have no information about the North American Iron Co. It appears to be quoted on the Duluth Exchange at about three cents a share.

F., Annapolis, Md.: 1. I think well of the Spokane Int. first \$5 at a little above par, but they are not gilt edged. 2. A 4 per cent. bond bought under par certainly yields 4 per cent. or better.

C. V. C., Sturbridge, Mass.: I am told that the Schwarzbild & Suizberger pref. 7 per cent. stock recently offered was at once over-subscribed. It represents a growing and profitable business.

G., Brooklyn, N. Y.: The Auto Press stock represents a business in a competitive field. I regard it as a business man's speculation, rather than an investment.

A. H. P., Walpole, Mass.: 1. In the present condition of things I do not regard the stock of the Laramee, Hahns, Peak and Pacific R. R. in the investment class. If I could sell without loss I would do so. 2. Anonymous communications are not answered.

A., Oklahoma City, Okla.: 1. John Muir & Co., 71 Broadway, New York, are members N. Y. Stock Exchange in good standing. 2. Every Stock Exchange proposition must depend on its outcome on factors affecting market conditions. Like the weather, no one can predict what it may be.

F. E., Oregon: I have no information regarding the United Five and Ten Cent Stores stock, and therefore cannot say whether at a dollar a share it is a good speculation. I would not buy any stock offered at such a price without full knowledge as to the extent of its business and the character of its management. This would probably be revealed by a mercantile agency report.

W., Johnstown, N. Y.: Crucible Steel pref., Central Leather com., Tol. St. L. and W. com., and Pacific Tel. and Tel. com. will all be speculatively attractive in an active and strong market, such as would probably follow favorable decision in the railroad rate and trust cases. Under existing conditions the low priced stocks are not being freely bought by Wall Street speculators. They are giving preference to dividend payers.

C., Cambridge, Mass.: 1. You can hardly expect to get a high rate of interest on a perfectly safe and sure investment. Investment securities of the first class yield not much better than 4 percent. 2. Some believe that present prices in Wall Street are discouraging an adverse decision in the trust cases. Much depends upon what the decision may be. The best temporary investment would be first class bonds for which there is always a market and which will not show such fluctuations as are usually found in speculative securities.

E., Bridgeport, Conn.: 1. Pennsylvania looks like a better speculative investment than Great Northern because it runs through a well settled territory, has established itself as a dividend payer for over half a century and is now meeting the growing competition appearing in the Western and Pacific fields. 2. I have no choice between Northern and Southern Pacific. The Southern Pacific has an important advantage in its control of the Central Pacific which gives the Union Pacific its outlet to the coast. 3. The proposition of the National Boat and Engine Co. looks like a fair business man's investment. The bonds in denominations as low as \$50 each pay 6 per cent. and are a first lien on all the company's property. Bondholders also share in the profits. The assets of the company as given by the published inventory are nearly \$2,000,000, while the bond issue is only \$1,000,000. This is not a Wall Street proposition. It would be well to read the booklet which the company offers to send from its address, 1328 Broadway, New York. The company owns and operates ten prominent boat and ship-building plants. This is a business which, like every other, moves up and down as prosperity rises or falls.

(Continued on page 51.)



Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

WILLIAM H. HOTCHKISS, New York State superintendent of insurance, has applied to the Supreme Court for permission to take charge of the Independent Order of the Sons of Benjamin. He alleges that the order has violated its charter in issuing certificates for \$500 insurance, while its charter provides only for \$1,000 certificates. He also points out that members are facing increasing assessments that will eventually drive them from the order. All along I have been warning my readers against taking out policies in fraternal societies. Any one who has noticed in the press the troubles in which many orders now find themselves must be convinced that those who have followed my advice and taken out their policies in old, reliable companies have nothing to regret.

T., Scranton, Pa.: You would feel safer to change to an old line company.

E., Fairmount, W. Va.: 1. The question of participating and non-participating policies is one that every man must settle for himself. Something can be said for each side.

H., Forest River, N. D.: I do not advise you to buy stock in any of the newly established life insurance companies. A large number of these are being offered to the public. They must be looked upon as highly speculative.

Bangor, Pa.: 1. The 20 payment policy is an excellent form of insurance for those who can afford to take it. 2. I think you could get an older company like the Equitable Life of New York and be well satisfied.

P., Salt Lake City, Utah: My preference would always be, in a matter of such importance as life insurance, the strongest, oldest and best established companies. There are so many of these that a choice could easily be made.

M., Chicago, Ill.: The National Life Association of Des Moines, Ia., is in the assessment class. For reasons frequently given my preference is decidedly for the old line companies. The well established insurance companies pay their losses promptly and satisfactorily.

Hermit

Making the Farmer's Car Pay.

(Continued from page 54.)

Motor-car dealers appear to be unanimous in naming the farmers as the class that gives the best care to a car and causes the manufacturer the least worry. Experience with gasoline engines does not tell the whole reason for this. The farmer, from boyhood, is trained in tinkering and building. All his life he has used ingenuity. The automobile is to him not a terrible mechanism which can be repaired only by an expert; it is a new piece of machinery to study. Some automobile men who had a car in the Kansas City Star trophy run last summer found themselves out of gasoline in a little town in western Kansas, where there was only one store. The merchant was "just out" of gasoline. The tourists were in a frame of mind very close to despair. To have traveled that far through dust and mud and rain and over flint rock, only to be left helpless in this melancholy town, was the worst irony in their motor histories. A farmer was in the store. He told them there was nothing to worry about. He knew a way out.

"Get your engine hot," he said, "then use coal oil for power, if you ain't got something better."

They followed his advice and reached another town without being penalized.

Farmers have the reputation, also, of being careful drivers. As a rule, they do not buy such high-power cars as rich city men, and there is not the temptation to speed. And most of those who do own costly cars with heavy engines are more cautious than city drivers.

"A few years ago automobile dealers could sell a farmer 'most anything in the way of a car if it didn't cost more than fifteen hundred dollars," the manager of a Western agency told me. "That isn't the case any more. The farmers nowadays are looking for real quality—for the worth of their money—instead of how much they have to pay at the purchase. You can't fool 'em now, even in accessories. They're right up to the minute on every detail. They insist on the latest models, and round in July and August, when they're waiting for next year's announcements, business almost comes to a standstill."

I asked what had brought about the change.

"For one thing, they talk automobile over the fences instead of about crops and gossip," he answered. "And another thing, they read so darn much!"

And only seven years ago motor cars were a joke in the country districts at those times when they were not being reviled for causing runaways! Kansas, leading in the railraiy, even went to the extent of passing a joke law. This was its wording:

"That the term 'automobile' and 'motor vehicle,' as used in this act, shall be construed to include all types and grades of motor vehicles propelled by electricity, steam, gasoline or other source of energy, commonly known as automobiles, motor vehicles or horseless carriages, using the public highways and not running on rails or tracks. Nothing in this section shall be construed as in any way preventing, obstructing, impeding, embarrassing or in any other manner or form infringing upon the prerogative of any political chauffeur to run an automobilious band wagon at any rate he sees fit compatible with the safety of the occupants thereof; provided, however, that not less than ten nor more than twenty ropes be allowed at all times to trail behind this vehicle when in motion, in order to permit those who have been so fortunate as to escape with their political lives an opportunity to be dragged to death; and provided, further, that whenever a mangled and bleeding political corpse implores for mercy, the driver of the vehicle shall, in accordance with the provisions of this bill, 'Throw out the lifeline.'"

Five years were enough to change ridicule to praise. Now the motor car has more friends in Kansas, in proportion to the population, than in any other State. And what happened in Kansas has had parallels everywhere. The motor searchlights flashing on the prairies, the cars that stand with the horses in front of the country schoolhouse or church or around the town square on Saturday afternoons tell the reason why—the machine that shortens distance widens the social horizon. It pays the farmer to have a motor car, because wise use means increased happiness.



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Navy's Strength and Weakness

REMARKABLE alike for its fearless grappling with problems and its purpose to secure the economy and efficiency characteristic of a private business is the annual report of the Secretary of the Navy. Keeping step with the economy record of the Post-office Department, Secretary Meyer estimates a saving of \$5,000,000 for the next fiscal year as compared with the amounts appropriated last year. To secure economy in the use of supplies, ships have been put in competition, just as a corporation puts its various manufacturing plants in competition for the same purpose. This alone has resulted in a reduction of twenty per cent, or a saving of a million and a half dollars, and at the same time there has been an increase in the sea-keeping ability of the fleet amounting to fifteen per cent, and in the average cruising speed of twenty per cent.

A new cost accounting system has been introduced in the Navy Department, which will locate all sources of waste and extravagance and thus eventually produce great savings. But in the proposed abolition of certain navy yards for the sake of economy and efficiency, the secretary has taken the "bull by the horns." Though Great Britain's navy is twice the size of ours, we possess twice as many first-class home navy yards as she. Our numerous yards are the relics of the days before steam had become the motive power on the sea and when it was necessary to have places for repair and refit of naval vessels more frequently along our coast. Not having sufficient depth of water for modern vessels, some of these have become practically worthless. Secretary Meyer recommends the disposal of the naval stations at New Orleans, Pensacola, San Juan, Port Royal, New London, Sackets Harbor, Culebra and Cavite.

Regarding an increase of colliers and other auxiliaries, the secretary makes an important recommendation. Our only criticism is that he hardly seems to appreciate the magnitude of the need. The small space devoted to this phase might well have been enlarged to cover many pages, considering its crucial importance. The report does well to call attention to the fact that our geographical position makes it necessary for our fleet to operate for long periods far from a home base. "The present repair, supply and hospital ships," says Secretary Meyer, "are converted merchant vessels, which, owing to their age and consequent deterioration, cannot be expected to remain serviceable much longer; moreover, these vessels are not adequate to the requirements of peace, much less of war, and should be gradually replaced by means of a construction program extending over several years." If these vessels are not adequate to the requirements of peace" and if the navy is frequently seriously embarrassed for want of seagoing tugs, colliers and other auxiliaries, the construction of these becomes of greater importance than the launching of new Dreadnoughts. This is the one vulnerable spot in our navy to-day and it seems to us that even the Secretary of the Navy does not recognize its magnitude and does not press with sufficient vigor or adequate detail his recommenda-

tion of a "constructive program extending over several years."

On the subject of aviation, the Secretary of the Navy's report concludes that as the result of experimentation, particularly the successful flights made by Eugene Ely from the deck of the *Birmingham*, the usefulness of the aeroplane, especially for scouting purposes, is beyond question. And for the purpose of carrying on further experiments, the department asks for an appropriation of \$25,000. To one unfamiliar with the technicalities either of naval warfare or of aeroplaning, it would seem that the report is extremely conservative in limiting the usefulness of the aeroplane to scouting. Successful bomb-dropping experiments indicate that the aeroplane may be able to take an active destructive part in the naval wars of the future.

The report of the Secretary of the Navy, which includes a detailed outline of the naval programs of all other nations, asks for two new battleships, but shows that there must be authorized after 1912, in addition to two ships per year, a sufficient number to counteract the withdrawal of obsolete ships, in order to prevent the first line from falling below twenty, which should be regarded as a minimum. A battleship, it must be understood, is available for duty in the first line for the first ten years of her life, is relegated to the second line during the second ten years and after that is altogether obsolete. These facts, taken in connection with an illuminating table showing the original cost of construction of each ship now in the navy and the total cost of repairs to each up to June 30th, 1910, are a revelation of the excessive cost of the tools of war. In some instances the cost of repairs has been greater than the original cost and in many others almost equal. If the world is to continue indefinitely on the war basis, then, whatever may be the cost, our country must maintain its present relative position for fighting efficiency and if possible forge ahead. But when one considers the fabulous cost of maintaining a fighting force one is moved to ask if this tremendous drain upon the people has not already gone too far.

THE FASHIONABLE dinner hour for New York seems to grow later. At public banquets called for seven o'clock the diners sometimes are not seated before eight or eight-thirty. There are two organizations in New York which dine on time. One is the Quill Club, made up of clergymen, physicians, publishers and writers. It sits down to its monthly dinner promptly at the call of the whistle at six-thirty and adjourns usually at ten. The New York Chamber of Commerce, the oldest body of its kind in the United States, held its great banquet at the Waldorf Astoria, November 17th, sitting down promptly at seven o'clock, according to schedule, listening to seven speakers and closing at eleven o'clock. This is the best record made at any large banquet in New York for a long time and we congratulate the dinner committee and Secretary Platt on their good work.



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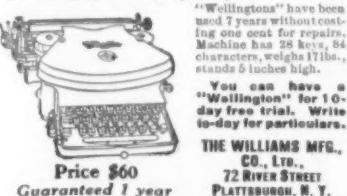
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Under the Sign of the Opera Glass.

(Continued from page 39.)

Chambers. The actress is Billie Burke. If this in many respects clever manager persists in jumping girls straight from the ranks of the chorus into star roles, with the burden of an entire play upon their shoulders, he must reap the consequences. His experiences with Miss Burke and Marie Doro, both of whom have had repeated failures, have apparently not discouraged him in the least. Although he has pretty Mary Boland under contract, and he also has Adelaide Nowak, he continues to give these two inconspicuous roles, while the Misses Burke and Doro continue to be starred.

In "Suzanne," one of the silliest plays seen so far in New York, Miss Burke plays a sophisticated infant part as the daughter of rather vulgar parents. In the intimacy of her home circle she reunites her bickering relatives, she philosophizes with her recreant lover and she spreads sunshine so ostentatiously that one feels an irresistible desire to spank her. I am surprised that her father in the play, a part acted capitally by that experienced player, George W. Anson, does not mete out this much-needed chastisement.

The adaptation of "Suzanne" is badly done. Mr. Chambers has introduced a great deal of American slang, which,

Old Common Sense.

CHANGE FOOD WHEN YOU FEEL OUT OF SORTS.

"A great deal depends upon yourself and the kind of food you eat," the wise old doctor said to a man who came to him sick with stomach trouble and sick headache once or twice a week, and who had been taking pills and different medicines for three or four years.

He was induced to stop eating any sort of fried food or meat for breakfast, and was put on Grape-Nuts and cream, leaving off all medicines.

In a few days he began to get better, and now he has entirely recovered and writes that he is in better health than he has been before in twenty years. This man is 58 years old and says he feels "like a new man all the time."

Read "The Road to Wellville," in packages. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

spoken as it is by the presumably Hungarian and French characters, somewhat confuses the locality of the scenes. Let us hope that Mr. Frohman will be more fortunate in his coming production of "Chantecler," in which Maude Adams is to be starred.

"THE SPRING MAID," AT THE LIBERTY THEATER.

Those who enjoy good music will delight in the dainty operetta, "The Spring Maid," in which little Christie Macdonald is singing the leading role. Musically "The Spring Maid" holds its own with any of the productions from Vienna and Berlin. It is filled with fascinating melodies which refuse to be dismissed after the last curtain is down. The little prima donna has never been seen to better advantage than in her present role, which keeps her on the stage almost continually. The story which holds the musical selections of the operetta together deals with a sprightly young princess who, in her desire to rebuke a handsome prince who has boasted of his irresistible charm over women, furnishes opportunity for each member of the unusually well-selected cast to shine. The main scene of the operetta is laid in Carlsbad and gives the saucily dressed chorus a chance to dance around the fountain of sparkling water and to flirt with the guests who are taking the cure. Elgie Bowen, to whom a number of the songs fall, happily carries off her share of the musical honors. A duet, the melody of which is likely to keep New York singing for some time to come, is called, "Too Little Love Bees," and is delightfully sung by Miss Macdonald and Lawrence Rea. Other songs which found instant appreciation were "Day Dreams," "How I Love a Pretty Face," and a quartet, "Take Me, Dear."

PLAYS ONE CAN TAKE HIS WIFE OR DAUGHTER TO.

EDITOR'S NOTE: During the course of the dramatic season, Miss Harriett Quimby, LESLIE'S dramatic editor, receives many letters from subscribers and others asking her to name the decent plays to which a man may take the feminine members of his family. As most of the productions go on tour after leaving New York, we believe that a list of whole-some plays will be found valuable to the public.

"Pomander Walk," "The Slim Princess," "The Imposter," "Trelawny of the Wells," "The Gamblers," "The Girl and the Kaiser," "We Can't Be As Bad As All That," "The Commuters," "The Spring Maid," "Naughty Marietta," "Get-Rich-Quick Wallingford," "The Nest Egg," "The Midnight Sons," "I'll Be Hanged If I Do," "The Concert," "Rebecca of Sunnybrook Farm," "The Aviator," "Madame Sherry," "Suzanne," "The New Theatre," "The Blue Bird," "The Squaw Man," "Marriage à la Carte," "William Gillette's repertoire," "Getting a Polish," "Judy Forget," Hippodrome.

• • •

How England Treats the Libeler.

THAT England is determined the muck-raker shall not arrogate to himself the right to libel is shown by the outcome of three recent suits in London. P. S. Simmons, a Unionist candidate for office who was defeated in the election of last January, has been awarded \$25,000 damages in his suit against the *Daily Chronicle*. Prior to the election, the *Chronicle* charged that the candidate had helped to throw three thousand men out of employment and that he had voted against a proposition to feed poor children by using public funds. Mr. Simmons having claimed that these false statements brought about his defeat, he was awarded the above damages by the court.

In a suit brought by the proprietors of the electric stud system of surface traction, Sir J. W. Benn, leader of the Progressive party in the London County Council, has been ordered to pay \$60,000 damages. Sir J. W. Benn had made a number of speeches and had written several letters to the newspapers reflecting upon the business methods and character of those controlling the stud tramways. There being no truth in his statements, he has now to pay \$60,000.

A third case is an award of \$2,500 damages granted to the daughter of King George's private secretary, in the libel suit which she brought against the periodical, *John Bull*, for having published a false report that the plaintiff had eloped with an English army officer. When we think of the degree of license exercised by our demagogic and yellow press, the award of such damages as in these three cases hardly seems possible. In this country demagogues have been allowed to go their libelous way almost unchecked. Like England, we shall find some day that there is no better way to teach them respect for the rights of others than by a few heavy awards in libel suits.

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The original and genuine Chartreuse has always been and still is made by the Carthusian Monks (Pères Chartreux), who, since their expulsion from France, have been located at Tarragona, Spain; and, although the old labels and insignia originated by the Monks have been adjudged by the Federal Courts of this country to be still the exclusive property of the Monks, their world-renowned product is nowadays known as "Liqueur Pères Chartreux."

At first-class Wine Merchants, Grocers, Hotels, Cafés, Bätjer & Co., 45 Broadway, New York, N. Y. Sole Agents for United States.

Warren-Detroit "30"

This Smart, dashing, handsome Coupe now ready for immediate delivery

\$1750 F. O. B. Detroit, including Electric Head Lights with Storage Battery

GET this coupe now and know the joys and conveniences of winter motoring. Next spring you can buy a touring, roadster or torpedo body and mount it on the chassis practically giving you two cars. Doctors and business men who are compelled to be out in all kinds of weather appreciate the coupe.

The price is as low as a good coupe can be built for and there is no necessity to pay more, for you cannot get more in grace, beauty, comfort or value. The Warren-Detroit "30" Coupe lacks nothing in size or dignity—it has a smart aristocratic look. Its lines are artistic and distinctive. Its finish, furnishings and equipment are luxurious. The long wheel base, the large tires, the perfect balance, the three-quarter elliptic rear springs, semi-elliptic front springs, make it comfortable and easy riding. A silent motor is important to a coupe. The silent, easy running Warren-Detroit motor is particularly adapted to this type of car.

Get in touch with the Warren-Detroit dealer nearest you or with the factory direct.

New catalog showing eight 1911 models, \$1200 to \$1750, now ready. Send for a copy.

110 in. wheel base 34 in. wheels. 35x4 in. tires all around. Price includes two sets of ignition Bosch magneto, high grade coil, electric head lights with storage battery, horn and complete tool equipment.

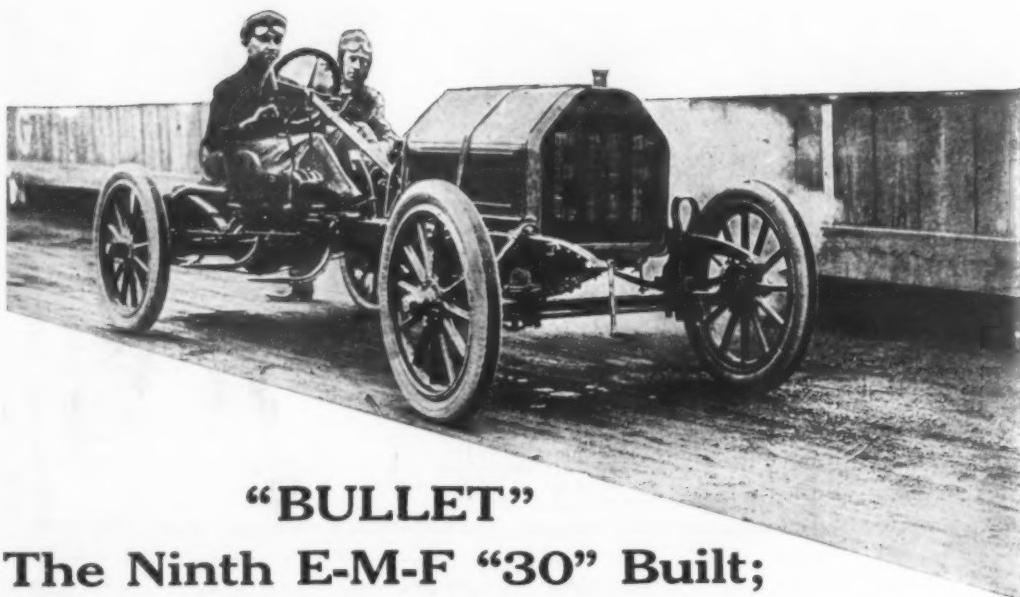
WARREN MOTOR CAR CO.

124 Isabella Street
DETROIT, MICH.



The circulation of Leslie's Weekly per cent. since January 1909. The rate beginning with the January issue will be \$1.00 per line, after May 1st, \$1.25 per line.

K'S
RIAL
DRY
AGNE
rywhere



"BULLET"

**The Ninth E-M-F "30" Built;
Fifteen Years of Service;
Two Years of Actual Life.**

You are a thoughtful man, about to select a motor car. You're bottling away in your brain an array of questions that must be satisfactorily answered by the representative of the manufacturer whose product you're going to buy. The most important of these questions is this one: "How long will it last?"

You will experience some trouble, my friend, in securing satisfactory answers to questions that concern the life of a Motor Car.

The lives of some motor cars, handsome and apparently capable, are exceedingly short. The men who sell them are clever enough to obscure the fact as best they can. On the other hand, the salesman who has a car of quality—a car like the E-M-F "30"—is flatly unable to tell you how long this car will live. No E-M-F "30" has ever been worn out, and we can prove it.

But the E-M-F "30" salesman can give you some very interesting information, nevertheless.

He will tell you that the average motorist asks his car for 5,000 miles each year, and that his rate of speed approximates eighteen miles per hour—a fact of which you are probably aware. He will add the engineering axiom that 200 miles at extreme speed causes a car to deteriorate as much as a season of normal use. If you understand mechanics, you will admit this fact.

THEN THE SALESMAN WILL TELL YOU THAT AN E-M-F "30" HAS TRAVELED OVER 73,000 MILES, COVERING MORE THAN HALF OF THIS DISTANCE AT A RATE OF FROM 50 TO 70 MILES AN HOUR.

To condense into two calendar years the wear and tear incident to 15 seasons in the hands of the average motorist is the singular fortune to which the "Bullet"—E-M-F "30" No. 9—fell heir. A member of the first day's output of the E-M-F Company, "Bullet" became, December 8, 1908, the demonstrator of the E-M-F Atlanta Company. Every day's work included a round trip at speed over the 86 miles between the garage and the home of the Company's manager. Demonstration, pathfinding, pioneer work and racing rounded out the program and "Bullet" knew no rest. The car became the sole medium of the most successful band of cup-hunters in Georgia. The season lasted the year round.

In such conditions, "Bullet's" mileage ascended by leaps and bounds. The first speedometer rolled off its limit—9999.9 miles—and a second speedometer lasted no longer. Then an instrument with a capacity of 100,000 miles was installed. That one now registers more than 53,000 miles. The public was interested in "Bullet," and non-partisan observers checked her mileage so often that there can be no disputing the records. "Bullet's" trophies, won on road, track, hill and speedway, are as eloquent as her speedometers.

"Bullet" will be on view this winter, all around the circuit of the big automobile shows. The E-M-F Company is entering no claim for a mythical car nor making a statement that cannot be proven. It's the same Old "Bullet" that left the factory more than two years ago. The red paint that featured the first consignments of the E-M-F "30" still clings to body, hood, frame and wheels. The same mechanical equipment is still in position. And "Bullet" is ready now, as ever, for the racing body and a frolic at 65 miles an hour.

Beside "Bullet"—E-M-F "30" No. 9—stands, in the E-M-F Company's show space, a motor car which represents the last word in 1911 design, materials and workmanship. It is E-M-F "30" No. 19811. These two cars afford an excellent chance for comparison.

Look them over. You will find the process enlightening. Eliminate the refinements in detail, possessed by the new car; straighten out its graceful lines into "Bullet's" more severe contours. Get down to essentials. What do you find?

THE NEW CAR—THE THOUSAND-DOLLAR BEAUTY—is ONLY "BULLET" OVER AGAIN.

Yes, the mold that made "Bullet" is still in use. It is merely a bigger mold, a better mold, and it is making better "Bullets." There has been but one model of the E-M-F "30" from the first. To build that one model well, and then to build it better has been the sole endeavor of the E-M-F Company. Refinements, perfections, improvements—term them what you will—have changed that model much in appearance, but not one particle in essentials. Friction eliminating devices have increased speed and endurance. Heat-treatment of steels and systematic advance in manufacturing science have added strength. The E-M-F "30" No. 19811 is merely an idealization of E-M-F "30" No. 9—Good Old "Bullet."

"Bullet's" old selling price was \$1,250. But "Bullet" and her kind have enabled the E-M-F Company to pay for its plants. Lowered cost of raw material and tires has further decreased the expense of production. Now, you can buy the 1911 E-M-F "30" for \$1,000—the Quality Car at the Low Record Price—a far better car than "Bullet," the automobile that has lived for fifteen years of service and is still young.

When "Bullet" was new, the 90-day guarantee was considered liberal. With most manufacturers it remains in vogue today. But the firm that builds a car to stand up for fifteen years of service, can do better. Every 1911 E-M-F "30" is guaranteed for a year and the guarantee bond includes equipment as well, tires only excepted.

It will be impossible, in 1911, for competitors to evade E-M-F Company arguments. By no means the least of these is the undisputed fact that an E-M-F "30" stands alone, at the head of cars of its type with an endurance record of more than 73,000 miles.

We have proved to you that the E-M-F "30" is built to last, and at a price that will save you anywhere from \$500 to \$1,000. Over 20,000 owners stand pat on this car. This is the "Why" you should "Buy" an E-M-F "30."

A detailed record of "Bullet's" life has been compiled in interesting form. Write the E-M-F Company, Detroit, Mich., and ask for the "Autobiography of an Automobile."

THE \$1000 E-M-F "30" FOR 1911

THE E-M-F "30" TOURING CAR, with ample capacity for five adult passengers, is recognized as the most popular American automobile. Its speed and power are ample for any task which can be performed by any motor car. Its price is \$1000.

THE E-M-F "30" DEMI-TONNEAU is a snappy car of the semi-speed type, seats four passengers. It is equipped with scuttle dash and sides of the semi-torpedo type. Its price is also \$1000.

THE E-M-F "30" ROADSTER is the speed car of its family. While its design embodies no extremes and implies no sacrifice of comfort, it exemplifies in its details many of the successful points of the E-M-F "30" racing cars which have won so many triumphs in competition. The E-M-F "30" Roadster seats two, is equipped with scuttle dash, semi-torpedo sides, low-raked steering column and large gasoline tank, exposed in the rear, with sufficient fuel for 400 miles of travel. Like the other two models it sells for \$1000.

THE E-M-F "30" COUPE lists at \$1450 and is one of the most handsome vehicles of its type. It is upholstered in leather and English broadcloth, has interior and exterior electric lights, adjustable plate-glass windows, nickel hardware and a large locker under the rear deck.

THE FLANDERS "20" FOR 1911 is a car of which the E-M-F Company is justly

proud. A successful car in 1910, many refinements in various parts of the chassis have added enormously to its speed, power and capacity for service. Like its companion, the E-M-F "30", it is built in but one chassis style.

THE FLANDERS "20" ROADSTER is an idealization of the car of the same type which traveled last year from Quebec to Mexico City in an uninterrupted journey of 4,127 miles—by all odds the most meritorious motoring feat of the season. It challenges comparison in speed, beauty and durability with any car of its class, regardless of price. It sells for \$700.

THE FLANDERS "20" SUBURBAN is a practical general-purpose car with the square, box type of body and equipped with a detachable rear seat. With this seat in place, the car will carry four passengers easily, and with dispatch. With the rear seat removed, the box deck can be used for the transportation of trunks, boxes, farm produce or similar loads. This model is priced at \$725. Without the detachable seat, it is sold as a Runabout for \$700.

THE FLANDERS "20" COUPE is almost an exact reproduction of the E-M-F "30" Coupe in a smaller size. It has ample room for two passengers and is sold for \$975—a revolutionary price for a car of its power and refinement.

THE E-M-F COMPANY, Automobile Manufacturers, Detroit, Michigan

In answering advertisements please mention "LESLIE'S WEEKLY."

January 12, 1911

les!

Club Cocktails
A BOTTLED DELIGHT

The finest cocktail in the world—less the trouble of preparing it.

Accept no substitute.

Martini (gin base) and Manhattan (whiskey base) are the most popular. At all good dealers.

G. F. HEUBLEIN & BRO., Sole Prop. HARTFORD NEW YORK LONDON

"Independent" (Wrapped Type) and "Imperial" (Moulded Type)

Through an improved process, it has become possible to manufacture a tire that has been surpassed by nothing money, brains or human skill can produce, at the saving indicated on the table below.

Clinchers, Dunlops and Q. D. Clinchers

Size.	Unguaranteed.	Guaranteed.
28x3	\$11.79	\$14.69
31x3	12.66	15.83
33x3 1-2	18.66	23.33
32x3 1-2	19.80	24.75
34x3 1-2	21.60	27.00
30x4	25.26	31.64
31x4	26.16	32.70
32x4	27.12	33.90
33x4	28.14	35.18
34x4	28.98	36.23
36x4	30.87	35.59
34x4 1-2	35.23	45.29

Flap to use on Q. D. Rims \$1.00.

WRITE FOR PRICES OF OTHER SIZES State style and make of rim

We represent most of the standard manufacturers in the disposition of their Second-hand goods returned intact within a week and shipped with privilege of examination.

Automobile Tire Co., Inc. 1,625 Broadway, New York

The oldest automobile tire jobbing concern in the U. S. and the largest in the world.

MOTORCYCLES—1911 M. M. Touring Model. Has more good features than all others. Idler, free engine, roller bearings, very powerful, mighty hill climber. Simple, easy to control and handle. Agents wanted. **M. M. Company, Brockton, Mass.**

I TEACH BY MAIL
WRITE FOR MY FREE BOOK
"How to Become a Good Person" and beautiful specimens. Your name elegantly written on a card if you enclose stamp. Write today. Address P. W. TAMBLYN, 422 Meyer Bldg., Kansas City, Mo.

ALWAYS THE SAME GOOD OLD Blatz

BLATZ THE FINEST BEER EVER BREWED

Blatz possesses the nourishing qualities of bread, backed by character and tonic properties, that have appealed to connoisseurs for generations.

Ask for it at the Club, Cafe or Buffet. Insist on Blatz. Correspondence invited direct.

VAL BLATZ BREWING CO. MILWAUKEE, WIS.

The Billboard Must Go.

PRESIDENT TAFT has joined the swelling ranks of the enemies of poster advertising. Unable to attend the convention of the American Civic Association, at Washington, the President sent a letter expressing the hope that a way might be found "of getting rid of the disgustingly unpicturesque advertisements which mar almost every rural view." The American Civic Association, municipal leagues, women's clubs and other kindred societies might well make a campaign against the billboard one of the departments of their work. Poster advertising is conspicuous, the advertiser argues—so conspicuous, indeed, argues a large element of the disinterested public, that it ought to be prohibited. Advertisers will some day realize that, however conspicuous it may be, no advertising pays the method of which is under very general condemnation by the thoughtful public.

Jasper's Hints to Money-makers.

(Continued from page 47.)

W. C. Baldwin, Ga.: I think well of U. S. Light and Heat. You will find it quoted daily in the curb quotations and it is as easy, therefore, to follow as stocks listed on the exchange.

M. Chippewa Falls, Wis.: I do not advise you to buy the St. Andrews Bay tracts unless you can afford to take a speculative chance. Obviously they cannot yet be regarded as an investment.

W. F. D., Salt Lake City, Utah: I do not advise the purchase of Oxford Linen Mills as an investment. I regard the capitalization as pretty large and the business as highly competitive.

N., Iowa City, Iowa: Do not sell your Chicago Great Western at a loss. If railroads are permitted to increase their rates and make necessary extensions and improvements they will all be greatly benefited, and an upward movement will be very probable.

Anxious, Callahan, Fla.: and Mines, Perryman, Md.: I can get no track of the Granite State Mine. It has no connection with Wall Street. I do not recommend its purchase at a dollar a share. You can get something nearer the investment class among securities listed on Wall Street.

G., Memphis, Tenn.: The Washugual Gold and Copper Mining Co., has a capital of \$1,000,000 and a thirty-year lease of 560 acres of land near Mount St. Helens, Washington. It seems to be in good hands and to have a promising property. All mining propositions of such a nature must be speculative.

H., Dayton, O.: The stock of the Equitable Bank Depositors Guarantee Company does not seem to me to be as satisfactory an investment as securities traded in on the exchanges for which there is always a market. Are you quite sure that the stock can be sold at the advance?

Five Per Cent., Portland, Me.: A first mortgage gold bond secured by real estate in a large city like Chicago and paying from 5 per cent. to 6 per cent. would be a desirable investment. You can get a bond list of this character by writing to Benjamin Kulp, Mortgage Banker, First National Bank Bldg., Chicago, Ill. Mr. Kulp's references include Bradstreet and other responsible parties.

U. S. L., Jacksonville, Fla.: U. S. Light and Heat pref. pays 7 per cent. and when I advised its purchase it was selling at 8. At present it is selling at from 8½ to 9. This company is doing a very large and growing business with the leading railroad roads as it equips cars for electric lighting. The stock is sold on the curb and you can buy it through Slattery & Co., 40 Exchange Place, New York, who will also give any of my readers full particulars.

First Chance, Nashville, Tenn.: 1. I strongly advise you against taking your first chance in such a lottery as the purely speculative mining proposition. Better leave the oil company alone, too, no matter who is its president. 2. Before you venture into Wall Street why not inform yourself a little as to its usages? Write to John Muir & Co., 71 Broadway, New York, specialists in odd lots, for their free booklet telling how to buy and sell small lots. Ask them for their "Circular B."

Starter, Toledo, O.: If you want to start in Wall Street learn something of its ways. Begin by trading in small lots and feel your way until you can know the game. All of my readers will be interested in a very readable booklet on small lot trading in stocks and bonds, just issued for their customers by the well-known brokerage house of W. E. Hutton & Co., members N. Y. Stock Exchange, and the Chicago Board of Trade, 25 Broad St., New York. Write to them for a free copy and mention Jasper.

H., New Orleans, La.: 1. The K. C. Fort Scott and Memphis Ref. 4s net over 5½ per cent. They are not gilt edged but have a speculative value. 2. I would not sell American Ice at a loss. 3. Better divide your purchases up among three or four low-priced stocks rather than to put your money all into one. 4. Write to J. F. Pierson, Jr. & Co., members N. Y. Stock Exchange, 74 Broadway, New York, for their free booklet on "the advantages of fractional lot trading."

Plantation, Newark, N. J.: I do not advise you to put your money in the plantation lots and the five-acre lots so freely offered and all located at distant points. If you desire to go into the apple or fruit industry you will be interested in the 24 page illustrated booklet telling of the Spokane country apple district and in the offer of the Commercial Orchard Company of Washington of income bearing orchard property. Any of my readers can write to A. G. Hanauer, president of the company, First National Bank Building, Chicago, for the interesting booklet.

C., San Francisco, Cal.: 1. Ontario and Western around 40 pays 5 per cent. on the investment, as the dividend is 2 per cent. and the stock sells at 40 at this writing. 2. If you want information about Ontario and Western or any of the other cheap dividend paying stocks like K. C. S. pref., or if you want to make a purchase of a small lot, write to Connor & Co., members N. Y. Stock Exchange, 31 Nassau Street, New York. They will be glad to give any of my readers information regarding particular stocks.

L., Denver, Col.: 1. If you have the means to follow the market down it is safer to buy at such a time after there has been much liquidation than at a time when the market shows a disposition to rise. Then everybody wants to get in. 2. It would pay you to read the weekly financial letter analysing stock market conditions which Josephthal, Louchheim & Co., members N. Y. Stock Exchange, 56 Broadway, New York, send to their leading customers. I have arranged to have this letter sent to any of my readers who may write to the above firm for it and mention Jasper.

Ernest, Atlanta, Ga.: 1. For a long pull Pennsylvania R. R. looks better to me than Steel pref. Western Union also looks attractive and for a long pull International Paper pref., now selling around 57, has possibilities. 2. It would pay you to study a special letter on U. S. Steel, U. P. S. P., Western Union, Penn., Rock Island, B. and O., Reading and other stocks, recently prepared by Leavitt & Grant, of the Consolidated Stock Exchange of New York, for their customers. Write to them at 55 Broadway, New York. They will be glad to send any of the readers of this department a copy.

NEW YORK, January 5, 1911.



The Howard Watch

In token of faithful service there is no reward so fitting as the gift of a HOWARD Watch.

In itself it stands for punctuality, accuracy, efficiency. It is always "on the job" and it always "makes good."

During January in nearly every bank, insurance company, railroad office, factory or store, there is some

man, or men, marked for special recognition.

Promotion, higher pay, are powerful incentives. They touch a man's self-interest. A HOWARD Watch touches his heart. There is a loyalty that money alone cannot measure and appreciation that no ordinary gift will express.

The HOWARD idea is more than a watch: it is a tradition. The HOWARD owner is one of a select company—a company whose membership embraces the ablest men of this country for three generations.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. U, and we will send you "The Story of Edward Howard and the First American Watch"—an inspiring chapter of history that every man and boy should read.

E. HOWARD WATCH WORKS, Boston, Mass.

A Little World of Art-Beauty is Revealed in **CONGRESS CARDS**
GOLD EDGES. IVORY AND AIR-CUSHION FINISH.
LARGE INDEXES—IDEAL FOR BRIDGE

OFFICIAL RULES OF CARD GAMES. HOYLE UP TO DATE
SENT FOR 15¢ IN STAMPS OR 3 SEALS FROM CONGRESS
WRAPPERS, OR 6 FLAP ENDS OF BICYCLE CASES.
THE U. S. PLAYING CARD CO. CINCINNATI, U. S. A.

BICYCLE CARDS
LARGE INDEXES. IVORY OR AIR-CUSHION FINISH.
Card Players Appreciate the Splendid Dealing and Wearing Qualities
of Bicycle, the Most Durable 25 cent Card Made.

Without Door \$1.00 With Door \$1.75 On Approval Freight Paid
PER SECTION IT FITS ANY SPACE
Lundstrom
IT GROWS WITH YOUR LIBRARY
SECTIONAL BOOKCASE

Endorsed "THE BEST" by Over Fifty Thousand Users
MADE under our own patents, in our own factory, and the entire production sold directly to the home and office. That is the reason we can offer them at such reasonable prices. Our Sectional Bookcases are the product of years of undivided attention to this one line of manufacture. Book sections have non-binding, disappearing glass doors, and are highly finished in SOLID GOLDEN OAK. Other styles and finishes at correspondingly low lots. Write for New Catalogue No. III.

THE C. J. LUNDSTROM MFG. CO., Little Falls, N. Y.
Manufacturers of Sectional Bookcases and Filing Cabinets
New York Office: 372 Broadway

Seven Per Cent.: You can get 7 per cent. by buying industrial pref. stocks of a good class. Some of these are now on a very attractive basis. It might be well to put a part of your funds in gilt edged bonds paying a low rate of interest and some of it in the preferred industrials yielding a better income. George H. Burr & Co., bankers, 41 Wall Street, New York, have issued a special circular giving the merits of industrial preferred stocks. A copy will be sent without charge to any of my readers who will write to the firm and ask for their special Circular No. 200.

Stox, Milwaukee, Wis.: President Taft's order permitting the inspection of corporation returns by stockholders is restricted in such a way that I do not believe the plan you propose for the stockholders of the American Ice Company could be carried out. I am not surprised that much dissatisfaction is being expressed by stockholders in this concern. A very large number have indicated that they will not send their proxies to the company this year but will join in the contemplated stockholders' movement. No stockholder should send his proxy to the company until a more satisfactory report is made. Holders of American Ice who will send their names and the amount of their holdings to me will be represented on the stockholders' committee as soon as it is organized.

NEW YORK, January 5, 1911.

These trade-mark cross lines on every package
GLUTEN FLOUR DIET FOR DIABETICS
Kidney and Liver Troubles, Rheumatism, Obesity
and ill effects arising from excess of Uric Acid
Rich in Protein. Ask your physician. Leading grocers
For booklet or sample, write

FARWELL & RHINES, Watertown, N.Y., U.S.A.

Barnes Special Offer

This Solid Oak, Sanitary Roll Top Desk No. 180, 48 in. long, 30 in. deep, 45 in. high. Well made. Golden Oak finish. Has combination lock, two slides, six pigeonhole boxes. Price \$21.00. Freight paid east of Mississippi.

WALTER F. BARNES
372 Broadway, N. Y.

News Told in Pictures



Early on the morning of December 26 the Llewellyn Iron Works were blown up, completely wrecking the plant.



This was the largest plant of the kind in the city, covering more than a block, fronting on Main and Redondo streets.

DYNAMITE OUTRAGE AT LOS ANGELES.—Photographs by Rafert.



In all his regalia the Duke goes to lay the corner-stone of a new church.



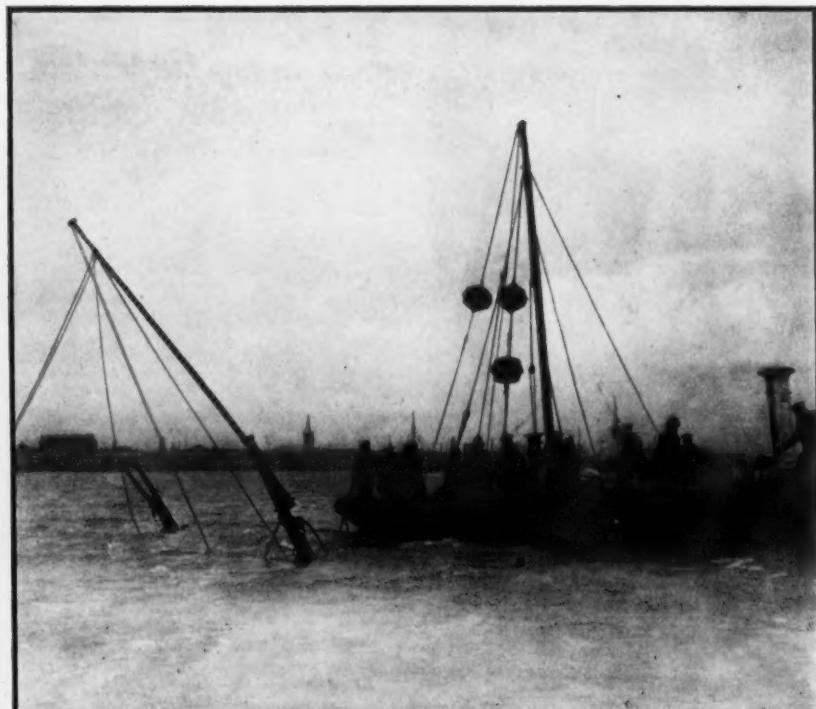
The Duke and Duchess at the grave of Cecil Rhodes, perhaps unique among the memorials to great men.

THE DUKE OF CONNAUGHT IN SOUTH AFRICA.



THE FLOODS IN ENGLAND.

Butcher passing up meat to woman in window. The most damage from water was done in the Thames valley.



A FATAL NAVAL COLLISION.

Five sailors drowned when a submarine crashed into a naval tender at Harwich.

KLY

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ng on Main



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DO YOU WANT SALLY?

HERE'S YOUR CHANCE, A SPECIAL OFFER TO BEGIN THE NEW YEAR

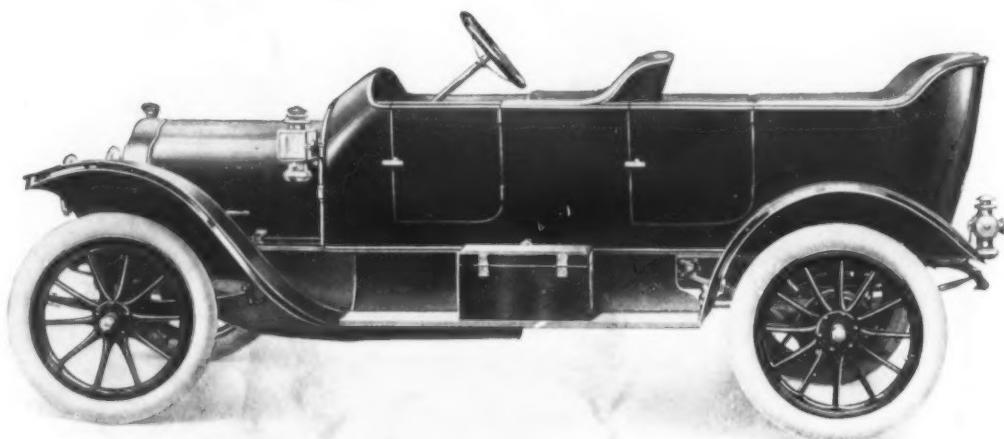
THIS PICTURE, "Sally in Our Alley," beautifully colored, mounted on heavy paper 12x16 inches, from our latest painting by James Montgomery Flagg, and a handsomely illustrated catalogue giving full descriptions of our complete line of engravings, both for 25 cents.

A copy of this picture alone will cost you 50 cents, when this special offer is withdrawn. Take advantage of this opportunity.

No collection of pictures is complete without "Sally in Our Alley," by one of the most famous artists in America.

Our beautifully illustrated catalogue contains a very complete list of lively subjects from which to choose engravings suitable for your library, den, parlor, living room or billiard room or as holiday, birthday or wedding gifts. Order now!

LESLIE - JUDGE COMPANY
225 FIFTH AVENUE, NEW YORK



What Does it Cost to Operate a White?

What in your opinion would constitute the best motor car—what is the supreme test of an automobile? One man says one thing, another something else, but may not it all be summed up in "what does it cost to operate?" Doesn't economy in this direction fill all requirements? Surely the car which consistently and continuously costs less for up-keep in the hands of all owners and all drivers must be an expression of the best engineering science. Mechanically it is correct, for results are only obtained from right principles. And it has power sufficient for every purpose.

We offer the following extracts from hundreds of testimonials as the most indisputable proof of the remarkable performance of the White 30 horse-power gasoline car. From these facts, as supplied by the users, we believe you will be led to the motor car you want.

"I have averaged from 19 to 21 miles, in general touring, per gallon of gasoline, and this I consider extremely economical."

(Signed) W. E. Crofut.
The Forest City Rubber Co.

"The characteristics of your car which please me most are its quietness in operation, its extreme cleanliness and economy in up-keep and gasoline consumption."

(Signed) S. Sterling McMillin.
The Marble & Shattuck Chair Company

"I regard your motor as a marvel of simplicity and extremely economical in consumption of gasoline, in which respect it is probably not equalled by any of the same power." (Signed) F. A. Pease.
The Pease Engineering Company

"A short time ago I made a trip from Cleveland to Canton, by way of Brecksville, and return. This is a very hilly and sandy road and my running time was 22 miles an hour. To my surprise, I found that I had run that day 136 miles on 5 3-4 gallons of gasoline."

(Signed) J. P. Harris.
The Cleveland Gas Appliance Co.

These men are prominent business men whose integrity and whose judgment must be respected in any community. Each letter represents a careful record of the operation of White cars.

Let us send you catalogue and the complete letters of these owners covering the features of the cars.

The White  Company

818 EAST 79th STREET, CLEVELAND